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Easyriders

324 • June 2000

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You could never get away with this where I live. Two women were arrested for **stealing large numbers of items** from local stores (at least 14 items in two weeks). Each time, they casually walked out of the stores with 20-gallon bins (yes, you heard me ... 20-gallon bins) filled with clothes, videos, CDs, games, and cosmetics. (On second thought, if you're that obvious, you probably look like you're doing something official. They say you should do it big or stay on the farm.)

An exiled former Paraguayan military leader was sent to a remote island for **violating the rules** of his political asylum. He had unsuccessfully requested a stay of his banishment, arguing that he had recently undergone a hair transplant and felt the windy, sunny weather on the remote island would disrupt his new plugs. (It never hurts to ask.)

From our "Strange Art Exhibits" Department: Here's one that certainly fits the description "strange." A **government-supported art** exhibit in Canada consisted of 12 dead rabbits, hung from trees and rotting in the woods outside the artist's town. The artist described the exhibit: "I'm celebrating the glory of putrefaction." (He should meet my mother-in-law.)

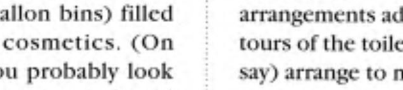
Fresh from the bottom of the bird cage, here are a few cases of unjustifiable homicides: A man strangled his son because he didn't want to take a shower; a chess player **violated chess etiquette** by moving a knight to a new square but then moved it back, even though he did not lift his hand—so his opponent clubbed him to death; a little girl was accepted to kindergarten but her playmate wasn't. The mother of the rejected child strangled the accepted child. (And life goes on.)

Here's our **"Dumb Crook of the Month":** This guy stole a TV and a VCR. Then, having nothing to haul them away with, he stole a U.S. Postal Service cart. As you can imagine, he was easily spotted dragging his goods down the street.

He had the right idea: Do it with style or don't do it at all. He was arrested and charged with **writing a bad check** for $9,600 for the cost of a private jet flight (yes, private) back to New Hampshire to his court date on federal wire-fraud charges. Classy dude.

The South Koreans are very proud of their 580-plus toilet restrooms. They were shown to reporters who were told that the toilets were one sure way to get greater world respect. "In this era of globalization, it is important to become the leader in the world in **the cleanest bathrooms,"** said a Korean government cultural official. The toilet seats are heated, violin music plays, and tasteful paintings and flower arrangements adorn the stalls. They even have weekly guided tours of the toilets, and some people (yes, this is true, so they say) arrange to meet inside to have tea.

On the subject of toilets: about half of Warsaw, Poland's prime-location public restrooms were leased to private companies on the condition that they be renovated and maintained. Consequently, there have been a variety of small shops operating out of the old **restrooms,** a veterinary clinic, and even the lunchtime restaurant (featuring a salad bar with plenty of roughage). Now that's the ultimate in innovation.



Fresh from our "Useless Animal Facts File": Starfish don't have brains (and neither do most aspiring actresses).

An obstetrician who had delivered a baby by Cesarean section was so proud of his work that he carved his initials into the mother's abdomen. (Fairly sizable, too—3 x 1½ inches.) The mother says she feels **"branded,"** (rightly so) and needless to say, is suing this quack.

The Tale of Hardcase Hard-on Homicide: This old guy (77) had taken some Viagra and had decided that his 33-year-old female roommate (they were just friends) looked good indeed. So he asked her for sex, but she turned him down. Not to be rebuffed, he then begged her for sex but she still resisted. So, having no other avenues open to him, he tried to rape her. First, she threw a **ceramic rooster** at him, but he kept coming so she ran into the kitchen and grabbed a steak knife and stabbed him, piercing his heart. She told the police later that he asked her not to call them and even cleaned the kitchen before handing it back to her (that's what she said) before falling over dead. But because he died, whatever he said or supposedly did prior to his demise really had nothing to do with anything, and jurors convicted her of second-degree murder with the possibility of 10 years to life. So listen up, you guys—it's not necessarily all fun and games when you dip into the Viagra jar.

Either teachers have shorter fuses these days or the students are a lot more unruly. A first-grade teacher recently taped a disruptive student's head to the wall of the classroom. And a seventh-grade teacher was accused of throwing a dictionary and a calculator at two disruptive students. Then there's the high school substitute teacher who was fired after wrapping one student in **masking tape and butcher paper.** As we say here at the Takin' It Easy desk, "That's a wrap!"

Easyriders®

ENTERTAINMENT FOR ADULT BIKERS • NUMBER 324 • JUNE 2000

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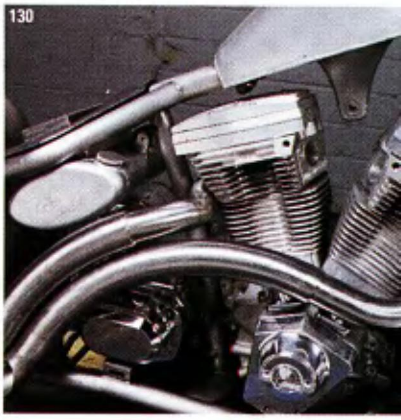

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The next liver-quiverin' issue goes on sale June 6, 2000. **Printed in the USA.**

Web site: www.easyriders.com

Easyriders® magazine ISSN 0046-0990 Number 324. June 2000. Vol. 30. ***Easyriders®*** is published monthly by Paisano Publications, Inc., with corporate offices at 28210 Dorothy Drive, Agoura Hills, California 91301-2693, (818) 889-8740. Editorial mailing address is P.O. Box 3000, Agoura Hills, CA 91376-3000, (818) 889-8740, FAX: (818) 889-1252, **Web site: http://www.easyriders.com.** Periodicals postage paid at Agoura Hills, California 91301-2693 and at additional offices. Copyright ©1998 by Paisano Publications, Inc. All rights reserved. Nothing may be reproduced without the prior written permission of the publisher. Anything to do with the editorial content, letters to the editor, poison pen letters, threats of violence, love letters, dirty pictures, propositions, goodies, and editorial contributions should be sent to this address. All rights in letters sent to ***Easyriders*** will be treated as unconditionally assigned for publication and copyright purposes and as subject to ***Easyriders®*** unrestricted right to edit and comment editorially. Good photos, art, and manuscripts are welcomed, but they must be exclusive. All contributions must be accompanied by a stamped, self-addressed return envelope. Although we try our damnedest to take care of unsolicited material, ***Easyriders®*** magazine cannot be responsible for damage to same in mails, nor does it assume responsibility or safety of artwork, photographs, or manuscripts. Subscriptions: All correspondence regarding subscriptions or subscription complaints and changes of address must be addressed to ***Easyriders®*** Subscription Department: P.O. Box 50044, Boulder, CO 80322-0044. One year: $39.95; two years: $70.95 in the U.S. and its possessions. All foreign and Canadian orders, add $12.00 per year (U.S. funds only). Single copy: $6.99. POSTMASTER: Send address changes to ***Easyriders***, P.O. Box 50044, Boulder, CO 80322-0044. Advertising: ***Easyriders®***, P.O. Box 3000, Agoura Hills, CA 91376-3000, FAX: (818) 889-4726. Printed in the USA. **The publisher is exempt from the record keeping requirements and disclosure statements mandated by 18 U.S. Code §2257 (a) through (c) and the pertinent Regulations, 28 C.F.R. Ch. 1, part 75, since all of such material falls within the definition of exempted material set forth in §75.7 (a) (1-3) of the pertinent Regulations.**

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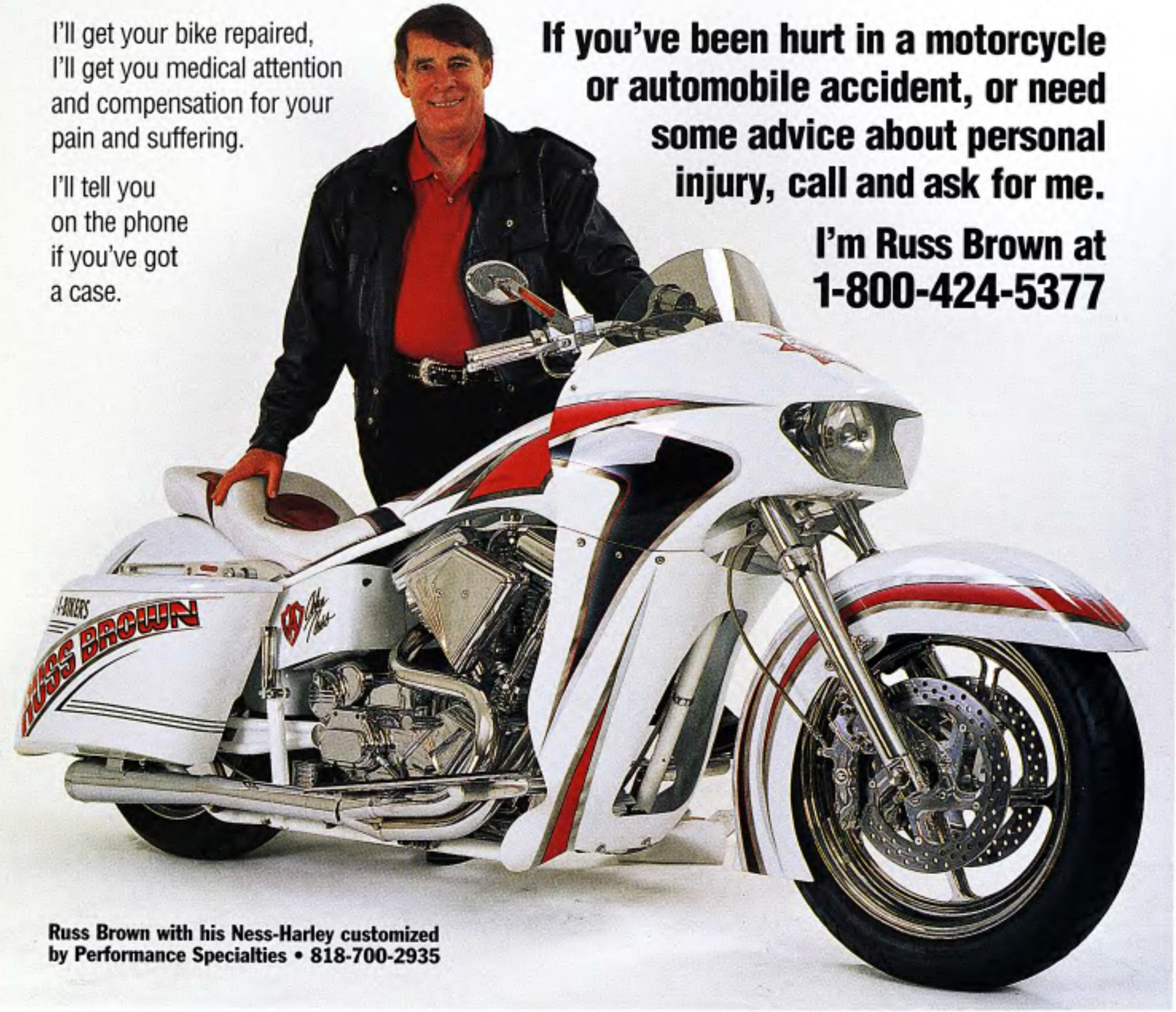

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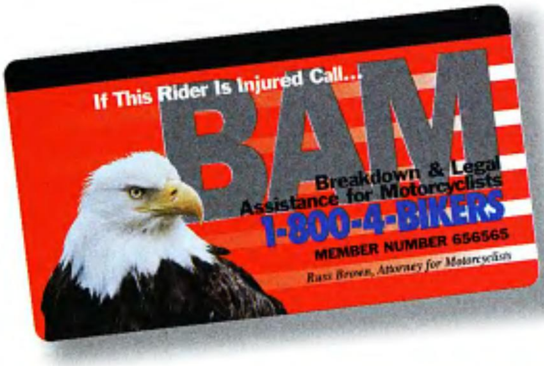

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WordMonger

Choose Victory

I'm the proud owner of a '99 Polaris Victory V92C motorcycle. I couldn't have found a better bike (American-made) than my Vic, for the price, the quality, the performance, and comfort.

Now I'm also a proud reader of *Easyriders*, which talks so much about other bikes (mostly Harleys) and virtually nothing about Victorys. Why? This is the first big production American motorcycle to be introduced since H-D. It's affordable and well made. Granted, they're only two years old but a well-researched two years old. Please write more articles, test rides, aftermarket add-ons, anything at all about Victory motorcycles.

Richard Autorina
Central Islip, New York

We're Ignorant?

Regarding your response to a letter in the February issue titled "Fat Boy Solid Rim Complaint," it is very obvious that you are ignorant regarding the valid concern that Herman Stannard has about Harley Fat Boy solid rims. Your comment about "all the snivelers" plainly illustrates your lack of experience with a solid rim and your inability to see the potential danger this brings to riding.

Try riding a Fat Boy across a high-rise bridge with a 20 mph cross-wind in your face. Bet you wouldn't have any smartass comments then.

Terry Woolard
Washington, North Carolina

And now, for the counter-point, take it away, Ed!

I love your magazine and have enjoyed it for years. Just received the February 2000 issue (#320) and have to say I was completely appalled by the "Fat Boy Solid Rim Complaint" letter in "Wordmonger."

If Herman Stannard doesn't like his 1999 Fat Boy, trade it in or correct the problem. Don't complain about it.

All the riders I know in Vermont have had problems or minor complaints with their Harleys, but we cure the problem with the proper parts or good old-fashioned ingenuity. We don't complain or whine.

Ed Olsen
Brandon, Vermont

P.S. I'm willing to trade ya my 1981 Shovel for your Fat Boy.

Insurance Claims

Just finished reading Dan Baldyga's article on insurance claims [March 2000, #321]. Great reading. Just wish I had read it in the spring of '95. The only thing that saved my ass from a royal reaming can be seen in the enclosed photo [shown below].

If someone is reading this and hasn't read the article in the March 2000 issue (#321) take the time—it's well worth it!

Jeff Benson
Potosi, Missouri

In Memory

My dad, Red Dahlgren (Red Dog), passed away on January 10, 2000 (he would have been 80 on March 15). He was an original Boozefighter and honored in Hollister and Dallas.

In 1990 my dad and I rode to South Dakota for the 50th, and we desert raced for 12 years. He rode his Harley up until he had a stroke. I'll miss him very much. He wasn't just my father, he was my riding partner.

See you down the road, Dad.

Harley Mike
Whittier, California

U.S. Military Vets

I read your mag all the time. In a photo in the December issue (#318), page 45, someone is wearing a patch reading "U.S. Military Vets." Is this a club?

If so, I'd like to get an address or any way to contact them. We who ride together here in Bend are all vets, and I'm retired U.S. Navy.

Don Wemp
Bend, Oregon

How 'bout it, brothers and sisters, anybody know?

Speaking For The Younger Crowd

My son is eight years old and would like to be able to read about Harleys and other kids interested in them. He'd like to be able to ask someone about bikes and how to be a good rider—he'd also like jokes for his age group. He feels left out because there are no mags for kids like him.

On another note, my wife wishes you wouldn't use redheaded models until our son gets older because if he sees a redhead in your mag, he'll steal it and hide it for sure.

Anyway, let me know what you think about my son's wanting to see something in your mag for kids.

John Farmer
from da Web

Yeah, we could call it Rugrat Riders. Sorry, John, we have no plans for a kiddie rag anytime soon.

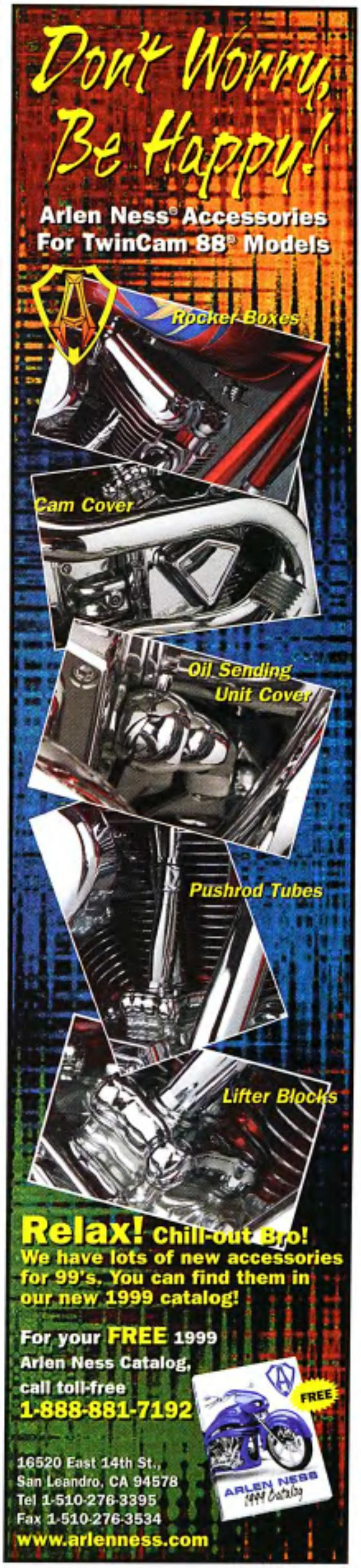
Be Ready

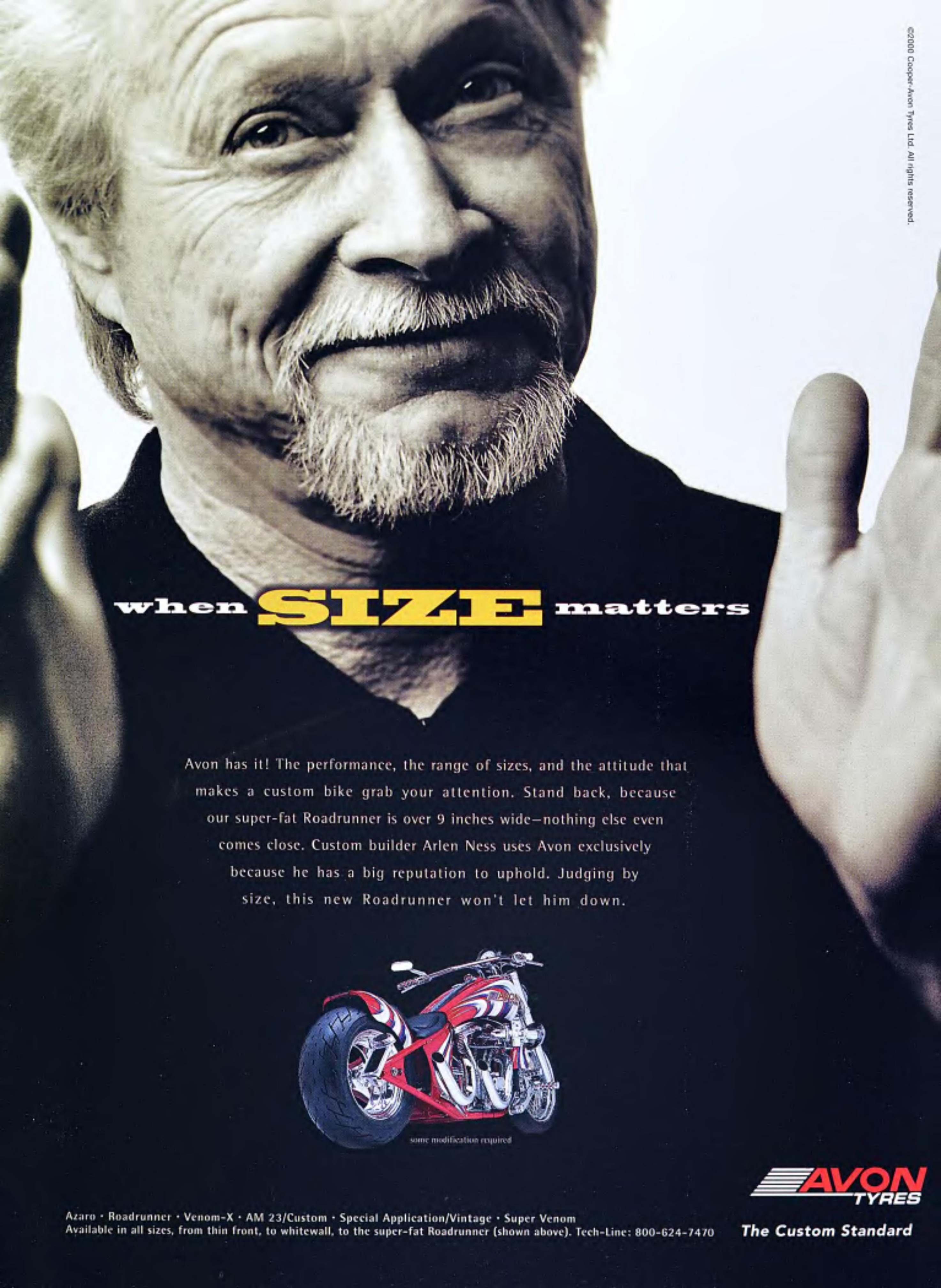
In the March issue I was particularly interested in the article about the Harley rebuild. I have a '97 Electra Glide. At 65,000 miles (en route from Atlanta, Georgia, to San Antonio, Texas) the cam bearing in the nose cone decided it was a good day to die. Needless to say, it trashed my engine. I managed to get it to San Antonio where the good people of Alamo City Harley-Davidson went out of their way in setting up for a factory rebuild. After the usual break-in period, life was good again. About 2,500 or so miles later, again en route from Atlanta to San Antonio, the rear rocker box sprang a bad oil leak and again, Alamo City Harley-Davidson repaired it and had me back on the road in record time. Thanks, Brock, and all the sharp mechanics in San Antonio. Then at 3,500 miles, again en route from San Antonio to Atlanta, both base gaskets began leaking. This time Macon Harley-Davidson had the honors and did a real good job.

The point of all this is just be ready if you have a rebuild from the factory because it seems they are struggling a bit with the quality of the product. Thankfully, the warranty program is strong.

Chuck Todd
Warner Robins, Georgia

Hey, our own Kit Maira had his engine remanufactured by Harley and has put about 10,000 miles on it since with no problems.





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Sturgis Showstoppin' Softail Nasty Nasi

You see many thousands of bikes in Sturgis every year, and literally hundreds of jaw-droppin' custom creations that set your heart to poundin', but one bike stopped us dead in our tracks at the Rally and Races last year: Jim Nasi's skullaceous black Softail. Jim Nasi Customs is known world-wide for fabricatin' farout scoots, but this one takes the prize for badass looks and performance.

SuperCharged
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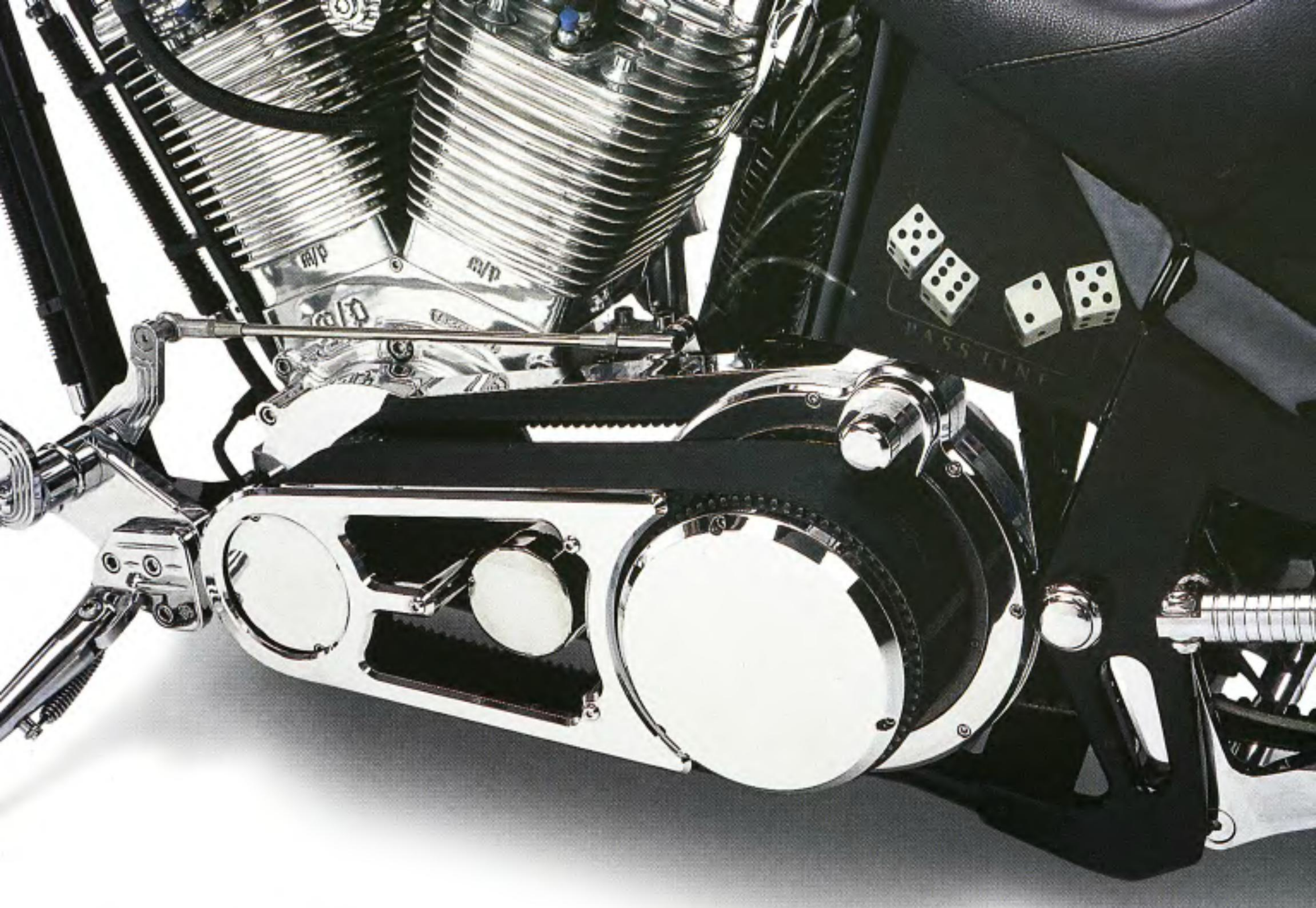
The concept here is simple and mind-blowin' at the same time. Think about it. What if you could build any kind of bike you wanted and money were absolutely no object. That was the task at hand for Jim and his talented crew. The bike would be long and low, black, and shrouded with airbrushed skulls as part of a "cheating death" theme.

Starting with a Daytec frame and a whopping 131-cubic-inch Merch motor adorned with a billet Magnacharger, this nasty Nasi original got the full tilt treatment including some very modified Jesse James fenders and some sinister glowing skull eyes that act as the bike's LED taillights. Jim and his team create many one-off goodies for the motorcycles they build including hand-made gas and oil tanks, one-piece steel internal rear struts and a hydraulic clutch on this bad boy. In fact, you'll soon be able to purchase many cool custom gadgets from Nasi, from grips, risers, and forward controls to triple trees, swingarms, and more.

This black bomber took Best Radical, Most Outstanding Bike of Show, and Best Engine at the recent Oakland Roadster Show. High praise indeed. While Mr. Nasi handles most of the design chores at the shop, he says the real honors go to the dedicated team at Nasi Customs. "Everybody on the staff plays a major part of each bike we build. We're loyal friends and a tight family."

Make sure to check out Jim's awesome Camel Bike during the Camel Roadhouse Tour 2000, coming to a bike event near you, and look for a brain-melting new design at Sturgis 2000. Bet it'll stop us in our tracks again.

—Phantom Dave



Owner: ....Jim Nasi Customs
City: ....Scottsdale, Arizona

General

Fabrication: ....Jim Nasi Customs
Year/make: ....1999 Nasi Custom
Model: ....Blown Softail
Assembly: ....Jim Nasi Customs
Chroming: ....Meclec

Engine

Year/model: ....1999 Merch Performance
Rebuilder: ....Chuck Ashley
Ignition: ....Crane Hi-4
Displacement: ......131 cubic inches
Lower end: ....Merch
Balancing: ....Highway Choppers
Pistons: ....Ross
Cases: ....Merch
Heads: ....Merch
Cam: ....Wood's
Lifters: ....JIMS
Carb: ....S&S Super D with dual Thunderjets
Air cleaner: ....velocity stack
Pipes: ....Wilcox/Nasi
Modifications: billet Magnacharger

Transmission

Year: 1999
Modifications: ......Baker six-speed, Andrews gears, Nasi Customs hydraulic clutch

Paint

Molding: ....Nasi customs
Painter: ....Deano's Bodyworks
Color/type: ....black with skulls/ Spies/Hecker
Special paint: ....graphics by Mike Learn

Frame

Year/type: ....1999 Softail-style
Builder: ....Daytec
Shocks: ......Legend air suspension
Modifications: ....38-degree rake, 2-inch stretch

Accessories

Bars: ....Flanders
Risers: ....Nasi Customs
Handlebar controls: ....Performance Machine

Fenders: ....Jesse James
Headlight: ....Headwinds
Taillight: ....Nasi Customs, LED
Speedo: ....VDO Electronic
Pegs: ....UMI
Foot controls: ....UMI
Electrics: ....Nasi Customs
Gas tank: ....Nasi Customs
Oil tank: ....Nasi Customs
Oil system: ....Nasi Customs
Primary cover: Billet-4-U
Seat: ....Guy Tieman
Mirrors: ....none
Grips: ....Nasi Customs

Forks

Type: ....63.5mm inverted
Builder: ....Ness

Wheels

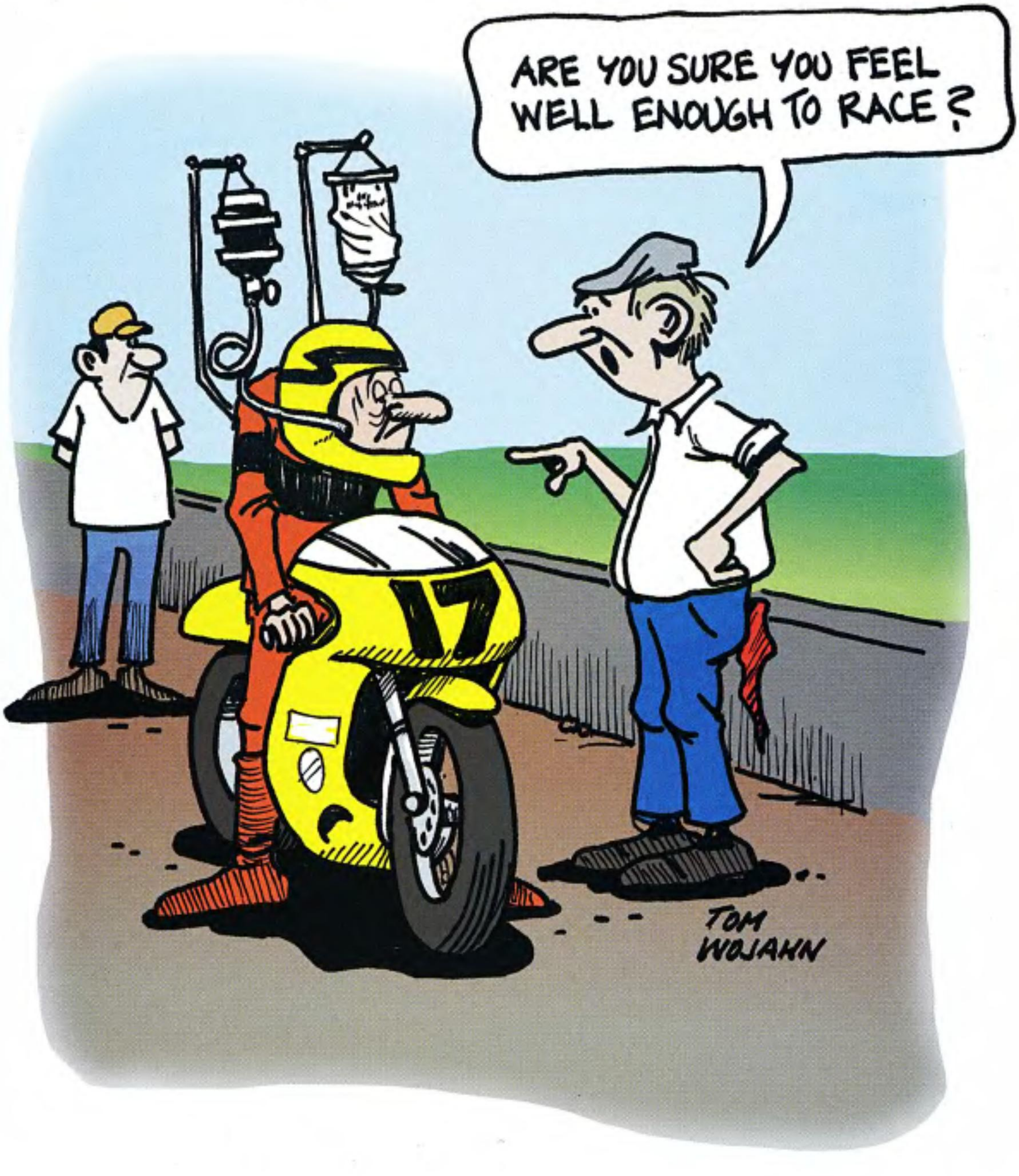
Front

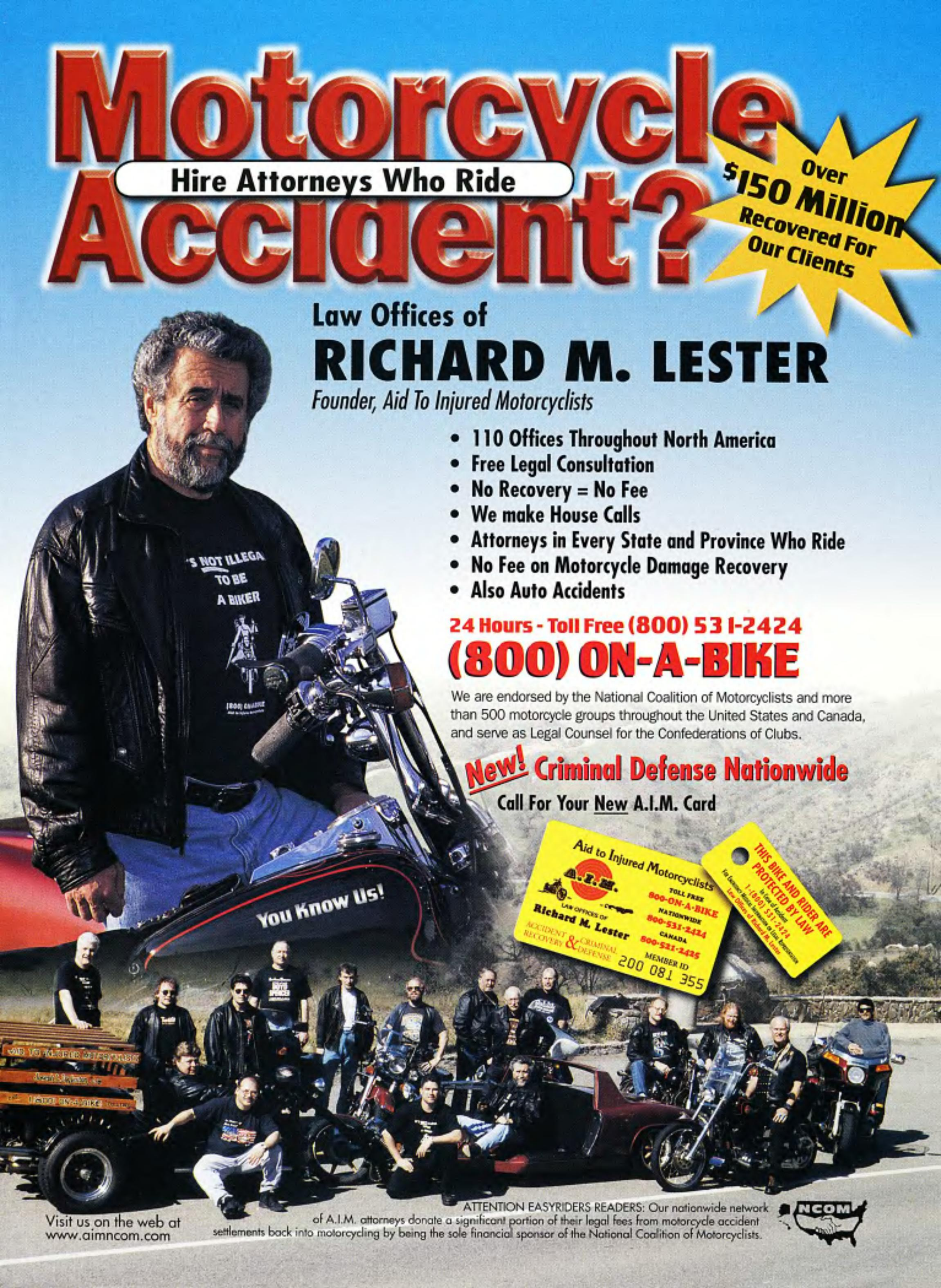
Type: ....Rage
Size: ....17 x 3.5
Tire: ....Pirelli 140
Brake: ....Perf. Machine 6-piston

Rear

Type: ....Rage
Size: ....17 x 5.5
Tire: ....Pirelli 180 Dragon
Brake: ....Perf. Machine 4-piston

Special thanks: ....Marty Wilcox & Mike Learn
Photos: ....Paul Martinez


ARE YOU SURE YOU FEEL WELL ENOUGH TO RACE?
17
TOM WOJAHN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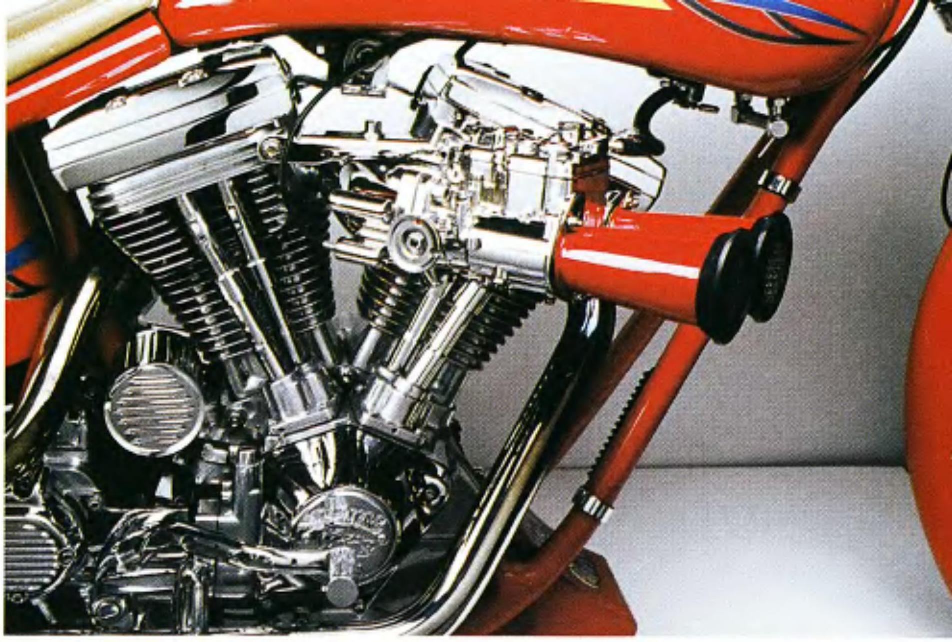


BIG 'UNS

Terry Components makes these dual throat side draft Weber carburetors and individual runner manifolds for side draft Weber and Dell 'Orto carbs. These carburetors boast increased performance over the other dual setups. Manifolds are designed and manufactured exclusively by Terry Components and can be found at your local bike shop. One word of caution: no matter how much the idea makes you grin, *do not* put your private parts inside the carburetors while the bike is running. For info call (805) 376-2700.

DOMINATE ME

The folks at High Tech Products make some pretty cool stuff for Harleys, mostly trick LED lights and such. They also make this uniquely designed four-inch belt drive which is perfect for the street or drag strip. The belt drive is machined from 6061-billet aluminum and supported by outer bearings on the engine and tranny side for better stability. Plus, The Dominator, as they call this pup, just looks damned tuff. Available at fine scoot emporiums or call (818) 834-1060.

PRESCRIPTION GOGGLES

Man, what's that up ahead ..? *Arrgghhh!* Leonard Maggiore's prescription goggles could have saved your ass! Doc Leonard invented the prescription dive mask back in 1959 and came up with prescription motorcycle goggles in 1979. He and son Gregory make all the goggles in the optical lab in Queens, New York. The lenses are built right into the goggles with no secondary frame or inserts. These peppers are available in clear, sunglass, or photogrey that changes color with the light, and also in bifocals. Order yours by calling (800) 567-5339.

RAMP IT UP

This is Ramp Master's new 10-foot long bike ramp, which provides a gradual incline for smooth loading. This light-weight li'l gem fits on all pick-'em-up trucks and folds up nice, neat, and handy. Made from lightweight, high-quality aluminum, the 97-pound ramp has three tracks for a total width of 38 inches. Load capacity is a whopping 1,500 pounds.

Ramp Master • (800) 231-8999 • www.ramp-master.com.

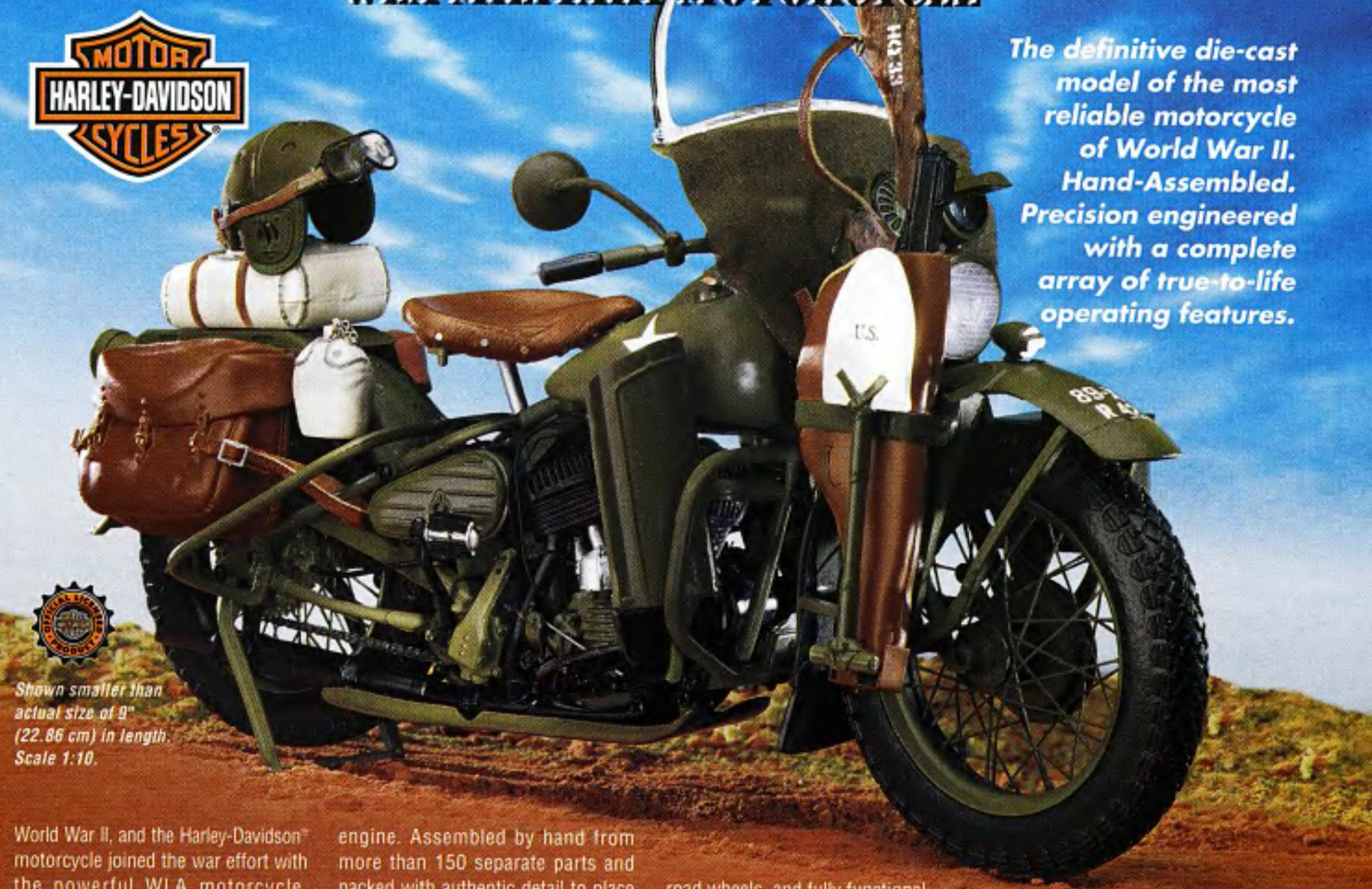
BIKER FLICKS

Everybody loves a crummy B-movie biker flick now and then, and here are some of the best. *Girl on a Motorcycle* starring Marianne Faithful as a nasty little leather-clad temptress on an insane banzai run. *CC and Company* with Joe Namath chasing Ann Margaret around on a chopper. *Lords of Flatbush* with Sly Stallone in a leather jacket, mostly just walkin' around lookin' for fights. *Hells Angels on Wheels* with Jack Nicholson hamming it up. And finally, *The Wild Rebels,* which nobody can figure out. It's a slam dunk Saturday night popcorn fest brought to you by Whitehorse Press.

Whitehorse Press • (800) 531-1133 • www.whitehorsepress.com.

Franklin Mint Precision Models in association with Harley-Davidson presents

THE 1942 HARLEY-DAVIDSON®
WLA MILITARY MOTORCYCLE



The definitive die-cast model of the most reliable motorcycle of World War II. Hand-Assembled. Precision engineered with a complete array of true-to-life operating features.

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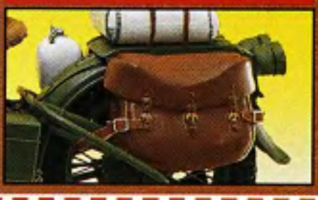

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Please enter my order for *The 1942 Harley-Davidson WLA Military Motorcycle.*

I need SEND NO MONEY NOW. I will be billed for my model in 5 equal monthly installments of $27.* each, with the first payment due prior to shipment.

*Plus my state sales tax and a one-time charge of $4.95 for shipping and handling.

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ZIP ______________________

TELEPHONE # (________) ______________________

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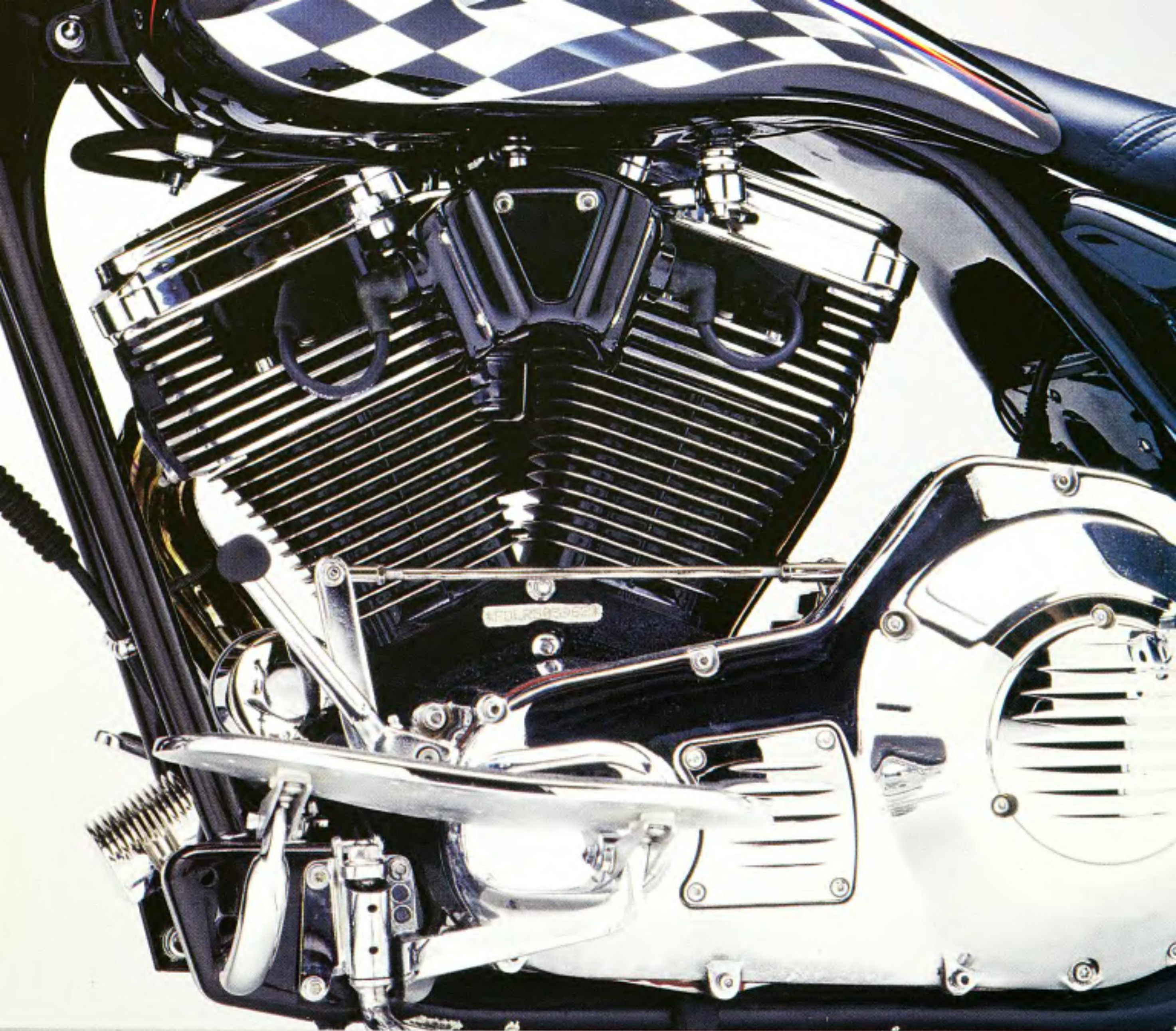
NASCAR's PEREWITZ PUTTS

In all forms of racing, chance and opportunity often collide head-on to determine who takes the checkered flag. In the bike-building business, designing, fabricating, and assembling machinery for an owner is often controlled by the same fates.

So it was, by chance, that Dave Perewitz took a ride up to New Hampshire's Loudon International Speedway back in 1995 to catch a NASCAR Winston Cup racing event. Perewitz, the acclaimed, oft-featured, veteran fabricating wizard of the East Coast, has owned and operated Cycle Fab near Boston for nearly three decades. One of his partners worked with Safety Kleen, a company that services support vehicles at tracks, and hence came the opportunity to meet Gary Nelson, director of NASCAR racing. Gary became interested in parts and design ideas on Dave's personal bike, and thus began an opportunistic relationship with the heavies at NASCAR.



Many NASCAR officials, as well as drivers and car owners, enjoy their own Harley time on the road in between events. One thing led to another, and before you knew it, Dave had a request to build one, then, later, with a referral, another—these are the two featured here. The sporty blue ride with gold-to-orange flames from tanks to fenders is owned by Mike Helton, NASCAR senior vice president, while the other, beefier, checkered-flag flyer, is owned by Richard Childress, bossman at Richard Childress Racing, the driving force behind Dale Earnhardt's legendary No. 3 car, as well as the No. 31 car of Mike Skinner, among others.

For Perewitz the challenge was accommodating each man's wishes. Mike had no specific ideas, telling Dave he simply wanted "a sporty, cool bike." Whereas Richard preferred a "fat bike-look." Dave says he's "pretty good at feeling people out," as far as what fits a person's personality and riding style. So from there it was a matter of getting his crew at Cycle Fab rolling. Dave attributes all his success to the six technical specialists at the Cycle Fab shop who perform the hands-on, day-to-day duty. "Nothing could be done without the help of the whole crew," Dave acknowledges, while he assumes the roll of adviser, overseeing each project.

That means he burns up a lot of phone lines. The one reaching out to Torrance, Calif., and Edelbrock's headquarters was scorching last year. Rod Sokoloski was a huge help, providing a fully-CNC'd Edelbrock Performer RPM package of cam, pistons, heads, and carbs, featuring the QwikSilver II 40mm carb, to boost the otherwise stock 80 cubic inchers (using Bub pipes), and personally handling the heads. A dyno run later revealed 82 horses being pushed to the rear wheel on Helton's fresh motor.

An FLH frame was used on Mike's, and a Road King frame went to Richard's. Both got the Perewitz touch with raked and stretched frames, and, as always, the signature "stretched to flow look" Dave is so famous for. This, along with modifying the Road King's forks and front end using Perewitz' own billet upper and lower legs. Equally difficult, but accomplished nonetheless, was giving each its own look and personality.

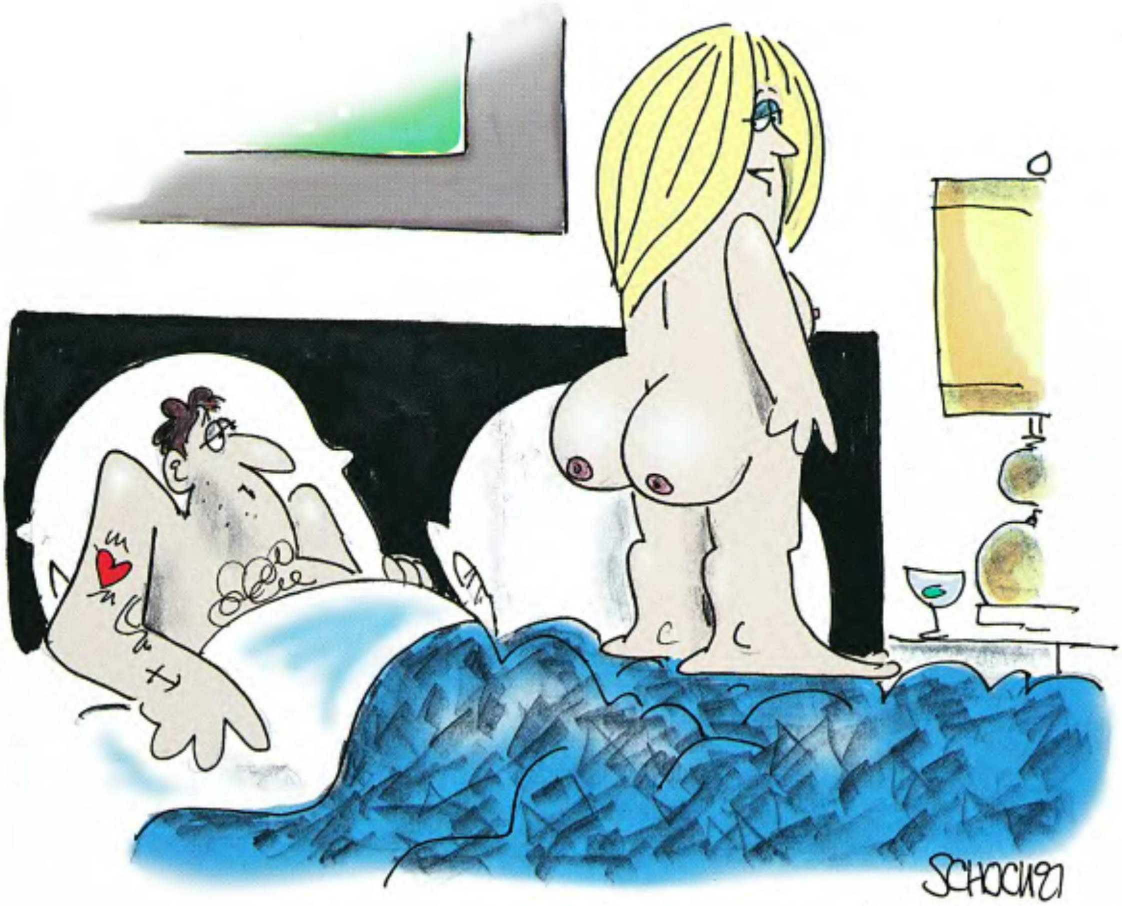
The response to the finished product by each owner? As Dave said, "Both of them gave me two of the best responses I could've hoped for, especially for guys in their league." According to Dave, the fiery Richard Childress said, "If this bike didn't look exactly like this, I'd have you take it back and make it look like this."

Photos: Michael Lichter

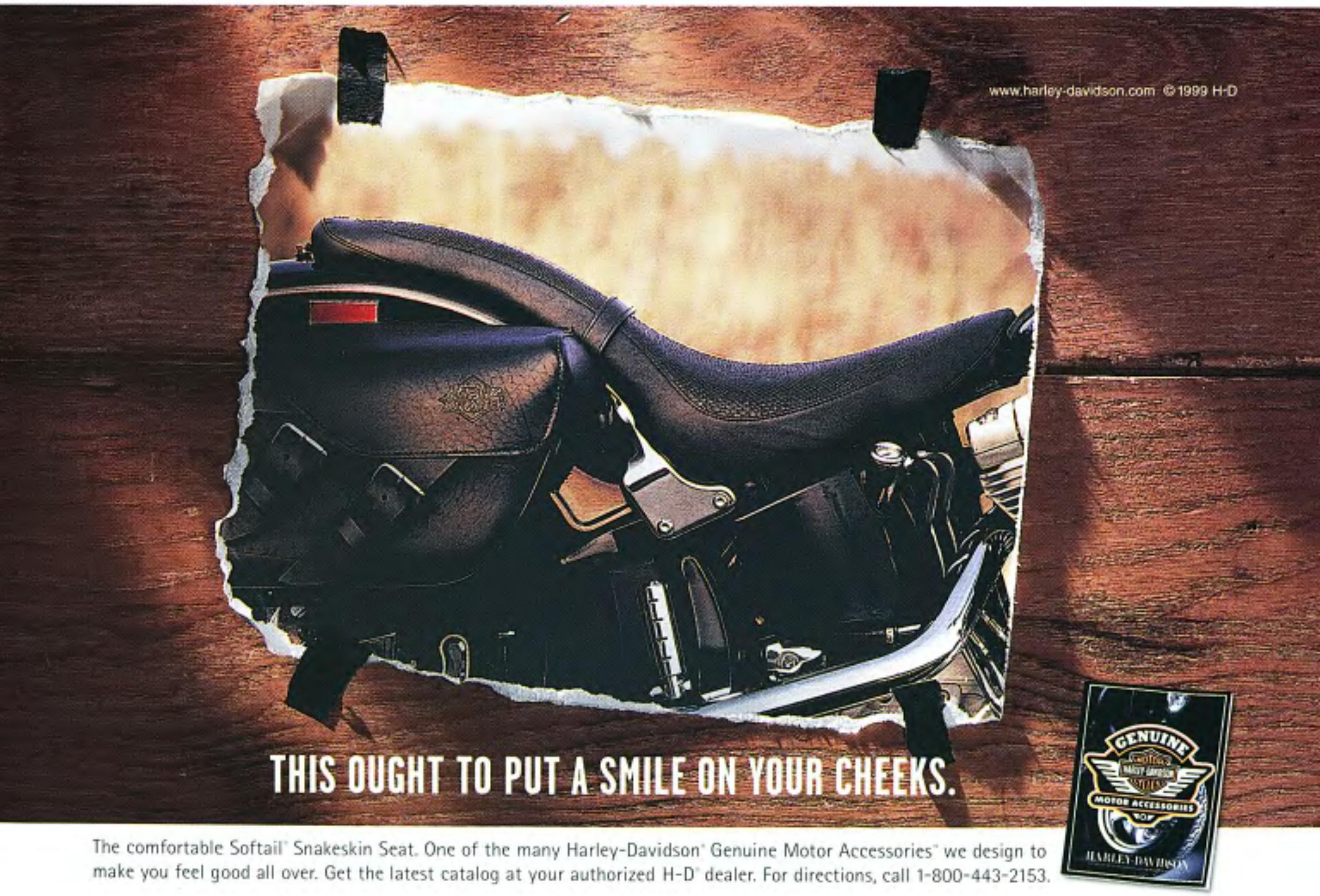
Meanwhile, Dave delivered Mike's bike to his Daytona Beach offices, without seeing him. The low-key Helton, a man who doesn't get too excited about anything, called Dave soon after, leaving a message saying sincerely, "Thank you, the bike's a lot nicer than I thought." Underwhelming? Maybe, but heartfelt definitely.

Cycle Fab, with Dave at the helm, continues to kick ass in the new century, currently building bikes for the likes of NASCAR racer and Harley rider Kyle Petty, and Ruben Brown, offensive guard of pro football's Buffalo Bills. Cycle Fab and Perewitz products—parts as well as clothing—can be found on the Web at www.perewitz.com.

—Kim Peterson



"I had 'em tattooed on last night."



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Happenings

ALABAMA
ABATE of Alabama
Info: (205) 820-9265

ALASKA
ABATE:
Anchorage Chapter
Info: (907) 566-3332
Kenai Peninsula Chapter
Info: (907) 776-8148
Tanana Valley Chapter
Info: (907) 457-3246

ARIZONA
ABATE of Arizona
Info: (602) 678-4012

MMA of Arizona
Info: (602) 788-8873

Run To The Border
Date: May 5-6
Place: Douglas.
Info: (520) 378-7151

Run For The Wall
Date: May 16
Place: leaves Williams 8 a.m. sharp
Info: Roger Herrick (623) 878-9102

ARKANSAS
ABATE of Arkansas
Info: (501) 888-5893

CALIFORNIA
ABATE of California
Info: (805) 641-2334

MMA of California
Info: (916) 442-4387

NCOM Convention
Date: May 11-13
Place: San Francisco
Info: (800) 525-5355

Indoor Swap Meet
Date: May 12
Place: Orange County Fairgrounds, Costa Mesa
Info: (949) 598-5122

Poker Run/Bike Rodeo
Date: May 13
Place: Morongo Valley
Info: (760) 365-8100

Run For The Wall
Date: May 15
Place: leaves Ontario, 8 a.m. sharp
Info: Jim (805) 934-3962

Ride for M.S.
Date: May 21
Place: Cycle Gear, Newhall, to Grove Park, Camarillo
Info: (310) 479-4456

Motorcycle Jamboree
Date: May 26-29
Place: Tulare County Fairgrounds
Info: (909) 357-8830

All American Bike Show
Place: Hidden Valley Park, Irvine
Date: June 4
Info: (949) 598-5121

Kiwanis Redwood Run
Date: June 9-11
Info: (707) 247-3424

COLORADO
ABATE of Colorado
Info: (303) 659-6374

Run For The Wall
Date: May 19
Place: leaves Limon at 8 a.m. sharp
Info: Joe (719) 576-7642

Rocky Mountain Thunder Rally
Date: June 17-18
Place: State Fairgrounds
Info: Easyriders Denver (303) 584-9886

CONNECTICUT
Connecticut Motorcycle Riders Association
Info: (860) 588-6666

Hat City Riders Turkey/Pig Roast
Date: June 3
Place: leaves from Marcus Dairy
Info: Steve (203) 792-9139

DELAWARE
ABATE of Delaware
Info: (302) 834-5793

AMA Flattrack Championships/ Harrington Half Mile
Date: May 20
Place: State Fairgrounds
Info: (302) 697-3273

Vietnam Vets MC Memorial Day Weekend Party
Date: May 26-29
Place: Smyrna
Info: (610) 461-4513

FLORIDA
ABATE of Florida
Info: (407) 668-5006

Bike and Beach Bash
Date: May 3-7
Place: Panama City
Info: (615) 789-3202

Mash Bash
Date: May 5-6
Place: Naples
Info: (941) 947-5027

Friends of Freedom Party/Campout
Date: June 2-3
Info: (941) 722-0641

Run Amuck Run/ State Meet
Date: June 9-11
Info: (941) 743-8337

GEORGIA
ABATE of Georgia
Info: (404) 294-8900

American Diabetes Association Ride To Live
Date: May 6-7
Info: (404) 294-8900

Swap Meet/Bike Show
Date: May 7
Place: Lakewood Fairgrounds, Atlanta
Info: (404) 294-8900

Dist. 1/Chap. 2 Duo Ride
Date: May 12-14
Info: (404) 294-8900

Dist. 13 Teddy Bear Run
Date: May 14
Info: (404) 294-8900

Dist. 5 Poker Run
Date: May 27
Info: (404) 294-8900

Slay The Dragon Ride
Date: May 29
Info: (404) 294-8900

Memorial Day Ride/ POW Memorial Trail
Date: May 29
Place: National Prisoner of War Museum, Andersonville
Info: (404) 456-6646

Dist. 2 Mountain Bash
Date: June 2-4
Info: (404) 294-8900

Dist. 1 Lynchburg Ride
Date: June 3
Info: (404) 294-8900

Dist. 8 Campout
Date: June 3
Place: Hard Labor Park
Info: (404) 294-8900

Ride For Kids
Date: June 4
Info: (404) 294-8900

Dist. 1 Bike Rodeo
Date: June 9-10
Info: (404) 294-8900

HAWAII
Street Bikers United
Info: (808) 842-5530

IDAHO
ABATE of Idaho
Info: (208) 345-6231

Idaho Coalition for Motorcycle Safety
Info: (208) 345-6231

La Grande H.O.G. Memorial Day Rally
Date: May 26-28
Info: (208) 344-3298

ILLINOIS
ABATE of Illinois
Info: (309) 343-6588

Freedom Fighters Rendezvous Party
Date: May 6
Place: Bootleggers Tavern, Springfield
Info: (217) 544-7954

M/C Parts Extravaganza
Date: May 7
Place: Will County Fairgrounds, Peotone
Info: (319) 462-6011

ABATE Awareness Ride
Date: May 7
Info: (217) 544-7954

ABATE Black Diamond Chapter Spring Bash
Date: May 13
Info: (217) 854-9822

Big Bikes, Big Hearts Charity Motorcycle Run
Date: May 21
Info: (708) 425-6867

Poker Run/Benefit for Honest Joe's Kids
Date: June 3
Place: Springfield
Info: (217) 544-7954

Hogrock River Rally
Date: June 8-11
Place: Cave In Rock, on the Ohio River
Info: (618) 289-4724
www.hogrock.com

INDIANA
ABATE of Indiana
Info: (317) 422-8040

Covered Bridge Run
Date: May 5-7
Info: (317) 422-8040

Spring Breakout
Date: May 6
Info: (317) 422-8040

Jackson Co. ABATE Hiller's Holler
Date: May 6
Info: (317) 422-8040

Fulton Co. ABATE Poker Run
Date: May 7
Info: (317) 422-8040

Tippecanoe Co. ABATE Early Bird Run
Date: May 7
Info: (317) 422-8040

Madison Co. ABATE Safety Awareness Ride
Date: May 7
Info: (317) 422-8040

Reg. 9 Bike Bash
Date: May 12-14
Info: (317) 422-8040

Spring Fling Poker Run
Date: May 13
Info: (317) 422-8040

Hog Roast/Poker Run
Date: May 13
Info: (317) 422-8040

Davies Co. ABATE Memorial Ride
Date: May 13
Info: (317) 422-8040

Reg. 3 & 4 Pig Pickin's Jamboree
Date: May 19-20
Info: (317) 422-8040

Brown Co. ABATE Ridge Runner's Romp
Date: May 19-21
Info: (317) 422-8040

Stubin/LaGrange Co. ABATE Beef Run
Date: May 20
Info: (317) 422-8040

Lake Co. Poker Run
Date: May 20
Info: (317) 422-8040

Run For The Wall
Date: May 22
Date: leaves Carefree at 8 a.m. sharp
Info: JR (812) 633-7870

Reg. 8 Blazing Saddles
Date: May 26-29
Info: (317) 422-8040

Region 2 Bonfire
Date: May 27
Info: (317) 422-8040

Owen Co. ABATE Ollie's Memorial Ride
Date: May 27-28
Info: (317) 422-8040

Reg. 12 Pit Stop
Date: May 27-29
Info: (317) 422-8040

Tipton Co. ABATE Poker Run
Date: May 28
Info: (317) 422-8040

St. Joseph Co. ABATE Spring Break
Date: June 2-4
Info: (317) 422-8040

ABATE State Miracle Ride
Date: June 3-4
Info: (317) 422-8040

Porter Co. ABATE Ultimate Bike Show
Date: June 3
Info: (317) 422-8040

Huntington Co. ABATE Spring Thing
Date: June 3-4
Info: (317) 422-8040

Jennings Co. ABATE Memorial Run/Poker Run
Date: June 3
Info: (317) 422-8040

Region 00 Mayor's Ride
Date: June 4
Info: (317) 422-8040

Carroll Co. Poker Run
Date: June 10
Info: (317) 422-8040

Putnum Co. ABATE Blood Drive/Hog Roast
Date: June 10-11
Info: (317) 422-8040

Reg. 9 Pappy Carver Run
Date: June 11
Info: (317) 422-8040

IOWA
ABATE of Iowa
Info: (515) 858-5001

Bi-State Awareness Run
Date: May 6
Info: (515) 858-5001

Spring Fun Run/Rodeo
Date: May 13
Place: Sportsmen's Park, Donahue
Info: (515) 858-5001

Circle Of Pride, Hog Wild Rodeo
Date: May 19-20
Place: Conesville
Info: (319) 726-5322

J&P Cycles Open House/Swap Meet
Date: June 3
Place: Anamosa
Info: (319) 462-6011

Hillclimb/Swap Meet
Date: June 4
Info: (319) 462-6011

KANSAS
ABATE of Kansas
Info: (913) 597-5140

Dist. 3 Bike Show/Rally
Date: May 5-7
Info: (785) 597-5140

Blessing Of The Bikes
Date: May 13
Place: St. Mary Parish, Derby
Info: (316) 788-3151

Dist. 11 Bike Show
Date: May 14
Info: (785) 597-5140

Run For The Wall
Date: May 20
Place: leaves Salina at 8 a.m. sharp
Info: Bill Reece (785) 539-0863

Dist. 8 River City Blow Out
Date: May 26-28
Info: (785) 597-5140

State BBQ Blow Out/ Bike Show
Date: June 3
Info: (785) 597-5140
Dist. 15 Annual Bash
Date: June 9-11
Info: (785) 597-5140

AMA Flattrack Championships
Date: June 10
Place: Topeka
Info: (785) 862-4781

KENTUCKY
Kentucky Motorcyclists Association
Info: (800) 68-CYCLE

LOUISIANA
ABATE of Louisiana
Info: (800) 393-5966

MAINE
United Bikers of Maine
Info: (207) 884-6284

Weekend Behind The Barn
Date: May 26-29
Place: Grant's Farm, Saco
Info: (207) 282-6968

MARYLAND
ABATE of Maryland
Info: (410) 263-9185

Carroll Co. ABATE 1st Poker Run of the Season
Date: May 7
Info: (410) 263-9185

Carroll County Fun Run
Date: May 28
Place: Bahamas in Westminster, to Red Eyes
Info: (410) 263-9185

Rolling Thunder/ Ride To The Wall
Date: May 28
Place: leaves Rockville H-D at 11 a.m. sharp
Info: (301) 948-4581

Rockville H-D Open House
Date: June 3
Info: (301) 948-4581

ABATE State Party
Date: June 9-11
Place: Cumberland.
Info: (410) 263-9185

MASSACHUSETTS
MMA of Massachusetts
Info: (800) 432-1662

MICHIGAN
ABATE of Michigan
Info: (734) 326-5897

Reg. 10 Bowl-a-thon
Date: May 13
Info: (517) 463-3679

Detroit Freedom Rally
Date: May 14
Info: Bugs (313) 565-8596

Reg. 5 Spring Run
Date: May 20
Info: Bob (616) 689-0774

Reg. 19 Scavenger Hunt Run
Date: May 21
Info: Joe (248) 693-6068

Reg. 19 Blooming Run
Date: May 28
Info: (248) 693-6068

ABATE State Rally/ Freedom Run
Date: June 7
Place: to Lansing
Info: (734) 326-5897

Evergreen Park Benefit
Date: June 9-11
Info: (517) 673-4743

MINNESOTA
ABATE of Minnesota
Info: (800) 224-6570

Minnesota Motorcycle Riders Association
Info: (612) 541-1704

MISSISSIPPI
ABATE of Mississippi
Info: (601) 825-4646

MISSOURI
Freedom of Road Riders
Info: (800) 309-RIDE

Run For The Wall
Date: May 21
Place: leaves Wentzville at 8 a.m. sharp
Info: Jim (314) 831-0323

Father's Day Pig Roast/Campout
Date: June 16-18
Place: Cape Fair, near Branson
Info: (417) 334-0775

MONTANA
ABATE of Montana
Info: (406) 434-2473

Bike Show/Swap Meet
Date: May 6
Place: Livingston
Info: (406) 222-6096

Lower Yellowstone Chapter Bike Show
Date: May 13
Place: EPEC Ctr., Glendive
Info: (406) 377-6623

NEBRASKA
ABATE of Nebraska
Info: (402) 489-0651

Dist. 8 Bike Show
Date: May 20-21
Place: Hastings
Info: (308) 389-4972

NEVADA
ABATE of Nevada
Info: (702) 753-8825

Nevada Association of Concerned Motorcyclists
Info: (702) 870-6121

Correctional/Peace Officer Memorial Poker Run
Date: June 10
Place: Carson City
Info: (775) 265-6998

NEW HAMPSHIRE
N.H. Motorcyclists Rights Organization
Info: (603) 627-3528

NEW JERSEY
United ABATE of N.J.
Info: (732) 549-1990

Wild Pigs Charity Event
Date: May 21
Info: (973) 839-8871

NEW MEXICO
ABATE of New Mexico
Info: (505) 585-9789

Run For The Wall
Date: May 17
Place: leaves Gallup at 8 a.m. sharp
Info: Phil Wright (505) 378-9148

Run For The Wall
Date: May 18
Place: leaves Cimarron at 8 a.m. sharp
Info: Phil (505) 378-9148

NEW YORK
ABATE of New York
Info: (607) 387-3433

Lowriders Bike Blessing
Date: May 13
Info: (718) 317-1999

ABATE Freedom Rally
Date: May 15
Place: Albany
Info: (518) 239-4560

Biker Against Breast Cancer VII Run
Date: June 4
Info: (718) 263-2224

NORTH CAROLINA
Concerned Bikers Assn.
Info: (910) 866-5434

NORTH DAKOTA
ABATE of North Dakota
Info: (701) 223-5609

Christian Motorcycle Assn. Run for the Son
Date: May 6
Place: Fargo
Info: Jeff (701) 642-6041

Menoken Grove Rally
Date: June 9-11
Info: (701) 223-5609
(800) 726-4094 (in state)

OHIO
ABATE of Ohio
Info: (800) 252-4537

Reg. 8 Six County Run
Date: May 13
Info: (800) 252-4537

AMA Flattrack Championships
Date: June 24
Place: Lima
Info: (419) 666-6450

OKLAHOMA
ABATE of Oklahoma
Info: (918) 836-9559

Biker Rodeo
Date: May 5-7
Info: (405) 936-7433

Central Okla. ABATE War Memorial Run
Date: May 29
Info: (405) 936-7433

OREGON
ABATE of Oregon
Info: (503) 285-4329

Motorcycle Awareness Rally
Date: May 6
Info: (503) 362-9136

Rhodie Poker Run
Date: May 20
Info: (541) 485-2352

Fossil Campout 2000
Date: May 26-29
Info: (503) 285-4329

PENNSYLVANIA
ABATE of Pennsylvania
Info: (717) 234-3777

Ride For Life
Date: May 6-7
Place: York H-D Plant
Info: (215) 773-8081

RHODE ISLAND
R.I. Motorcycle Assn.
Info: (401) 722-1122

SOUTH CAROLINA
ABATE of South Carolina
Info: (803) 283-0819

ADBA Carolina Nationals
Date: May 6-7
Place: Darlington
Info: (615) 789-3202

SOUTH DAKOTA
ABATE of South Dakota
Info: (605) 347-4009

TENNESSEE
CMT/ABATE of Tenn.
Info: (615) 883-5024

Smith/Wilson Bike Show & Swap Meet
Date: May 7
Info: (615) 907-0304

Dickson/Humphrey Poker Run
Date: May 13
Info: (615) 907-0304

Summer Hog Roast
Date: May 20
Info: (615) 907-0304

CMT/ABATE Southwest Teddy Bear Run
Date: May 21
Info: (615) 907-0304

Bushtech Homecoming
Date: May 25-27
Place: Jacksboro
Info: (423) 562-9900

Nashville Poker Run
Date: May 27
Info: (615) 907-0304

Dickson/Humphrey Poker Run
Date: June 10
Info: (615) 907-0304

ADBA Dixie Nitro Rally
Date: June 10-11
Place: Memphis
Info: (615) 789-3202

TEXAS
Texas ABATE Confederation
Info: www.bdeweb.com/abate/

TMRA II
Info: (512) 459-6777

E. Texas Motorcycle Rally
Date: May 6
Place: Shelby Co. Expo Center on Hwy. 7
Info: (409) 269-3394

Cycle Expo/Swap Meet
Date: May 7
Place: Arlington Convention Center
Info: (972) 402-8946

Cycle Expo/Swap Meet
Date: May 21
Place: Live Oak Conv. Center, San Antonio
Info: (972) 402-8946

ADBA Nitro Showdown
Date: May 27-28
Place: Baytown
Info: (615) 789-3202

UTAH
ABATE of Utah
Info: (801) 627-1117

VERMONT
Freedom of the Road Riders
Info: (802) 325-3507

VIRGINIA
ABATE of Virginia
Info: (804) 846-8810

Run For The Wall
Date: May 26-27
Place: arrives in Alexandria. Run For The Wall leaves at 8 a.m. sharp, headed for the beginning of Rolling Thunder at the Pentagon Parking lot
Info: Ron (703) 313-8011

WASHINGTON
ABATE of Washington
Info: (425) 643-9675

Olympia Chap. We're Still Here Poker Run
Date: May 6
Info: (425) 643-9675

Tacoma Chap. Dice Run
Date: May 7
Info: (425) 643-9675

Sno-King & No Sno Co. Chap. Chili Cookoff
Date: May 5
Info: (425) 643-9675

Yelm Chili Cook Off
Date: May 13
Place: Yelm City Park.
Info: (360) 458-2247

Bellingham Chapter Awareness Fun Run
Date: May 21
Info: (425) 643-9675

Mystery Run
Date: May 21
Info: (425) 643-9675

Sky Valley Chapter Snohomish Bike Show
Date: May 21
Info: (425) 643-9675

Frank's Ride For Children
Date: May 21
Place: Longmont
Info: (303) 651-7538

Windmill Classic
Date: June 3
Info: (425) 643-9675

WASHINGTON, D.C.
ABATE of D.C.
Info: (202) 546-0953

Rolling Thunder
Date: May 28
Place: assemble at the north Pentagon parking lot at 8 am
Info: (908) 369-5439

WEST VIRGINIA
ABATE of West Virginia
Info: (304) 547-5495

Run For The Wall
Date: May 23
Place: leaves Huntington at 8 a.m. sharp
Info: Benjy's H-D (304) 523-1340

Run For The Wall
Date: May 24
Place: leaves Rainelle at 8 a.m. sharp
Info: Benjy's H-D (304) 523-1340

WISCONSIN
ABATE of Wisconsin
Info: (715) 284-7415

DC Eagles Blood Drive
Date: May 7
Info: Madd (920) 722-6518

WYOMING
Wyo. Association of Concerned Motorcyclists
Info: (307) 235-1324

ABATE of Wyoming
Info: (307) 266-6522

Wyoming Coalition of Bikers
Info: (307) 687-0459

NATIONAL
American Motorcyclists Association (AMA)
Info: (614) 891-2425; www.ama-cycle.org

Motorcycle Riders Foundation (MRF)
Info: (202) 456-0983; www.mrf.com

National Coalition of Motorcyclists (NCOM)
Info: (800) 525-5355

CANADA
British Columbia Coalition of Motorcyclists
Info: (604) 580-0111

Fort Erie Motorcycle Swap Meet
Date: May 7
Place: West End Arena, Ridgeway, Ontario
Info: (905) 354-2393

EUROPE
Federation of European Motorcyclists (FEM)
Info: 011 32 2 736 9047

To have your event listed, get the info to us at least 3 months in advance. We're as accurate as possible, but dates can change after publication—so check with the sponsors first. What's Happenin', P.O. Box 3000, Agoura Hills, CA 91376-3000; fax: (818) 889-5214; www.easyriders.com

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Easynews

If it's of interest to bikers, we'll print it.

Photo: Aaron Stevenson

Photo: Stan Miles

contest winners

You can win a new bike ... these folks did!

Easyriders wants to offer congratulations to all the winners of our 1999 Dream Bike Sweepstakes. Pictured above (left) is Jackie Nash of Bristol, Tennessee, who won a $39,000 "Playboy-edition" Titan motorcycle. Earl Proctor (above, right) of Fontana, California, was another proud winner of this "Outlaw" from American Ironhorse. Other winners were Ronald and Cathy Cardwell from Corrytown, Tennessee, who took home an Indian/CMC Billy Bike at our Columbus Bike Show. You can win, too! See the ad on page 49 for details on how you can win the Bike of your Dreams!

industry news

American Ironhorse sets stage for motorcycle restaurant

American Ironhorse is the central theme of a new airport bar/restaurant concept called Rider's World that has launched two pubs at the busy Dallas/Fort Worth (DFW) International Airport. Each is prominently located within the Delta Airlines Terminal E concourse. A third Rider's World venue is scheduled to open at DFW Airport later this year.

American Ironhorse has teamed up with Rider's World, Inc., to market the bar/restaurant concept. "This is an exciting opportunity for the industry," says Tim Edmonson, president of the American Ironhorse Motorcycle Co. "The Rider's World idea appeals to everyone everywhere. It will be an excellent outlet for travelers worldwide to relax and enjoy the entertainment of motorcycling. And for some, it will be home away from home."

Based at one of the world's busiest airports, the Rider's World pubs are located at Gates 15 and 27 in DFW's Delta Terminal E concourse. The third Terminal E shop will be located at Gate 6. Each venue showcases an

artistic display of American Ironhorse motorcycles coupled with special lighting and other effects to create the energy and intrigue associated with motorcycles. American Ironhorse apparel, leather goods, and other specialty items are also on retail display.

mechanic

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special events

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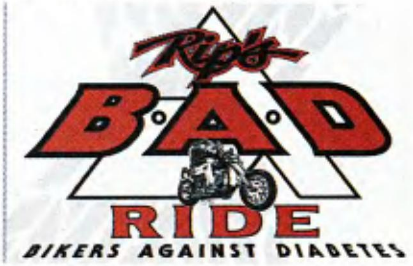
Join southern California bikers for a ride against diabetes with Rip's B.A.D. Ride, June 11. Yep, this ride with pride is back and is one helluva good time, so mark your calendar now to be with your friends at Easyriders for a damn good cause. For info on the B.A.D. Ride call (323) 966-2890 ext. 314 or (800) 828-8293 ext. 7446.



politics

Sen. Chafee

This past October, U.S. Senator John Chafee of Rhode Island passed away. You may recall Senator Chafee as the sponsor of SB-1007 back in 1989, which would have penalized those states without helmet laws by withholding 10 percent of their federal highway monies. Although Chafee's bill never became law as proposed, it became the model that was adopted into the 1991 ISTEA bill which did impose a 3 percent mandatory re-allocation of certain federal highway funds on states not having an adult helmet law.

As the ultimate irony, Senator Chafee's position as Chairman of the Environment and Public Works Committee (in which he pushed his helmet bill) has been bestowed upon Senator Bob Smith of New Hampshire, one of motorcyclists' staunchest supporters and a Senator "unequivocally opposed" to federal mandates.

—Richard Paukner,
Connecticut Motorcycle Riders Association (CMRA)

Definition of "foreplay": stopping to swell the hoses.

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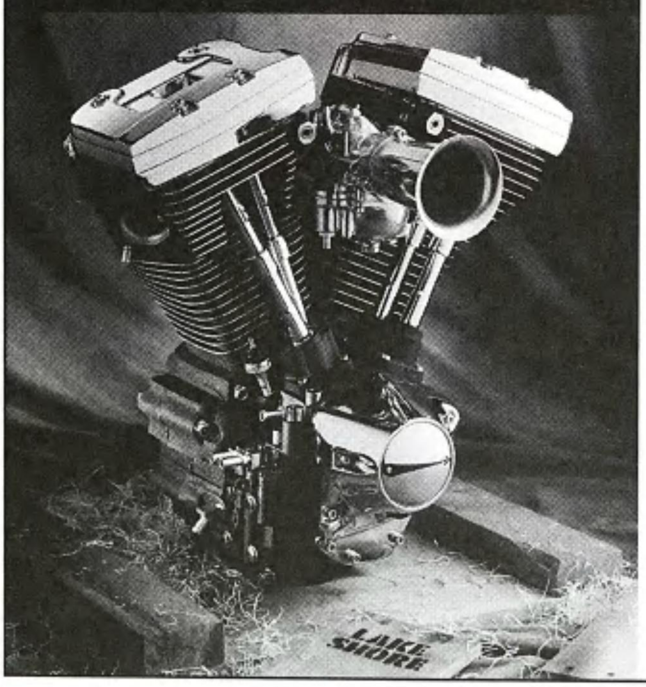

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coast-to-coast

Biker News

Elections 2000: Y2K has come and gone, and since the world didn't melt down or freeze up, it's now time to turn our attention toward the November 2000 elections and start thinking about who's going to lead us into the new millennium. As the 20th century comes to a close, the past decade has been a successful one all around for motorcyclists, with numerous victories in Congress including the repeal of the federal helmet mandates, passing federal protections against insurance discrimination, assurances from Congress that motorcycles will be taken into consideration during the future development of Intelligent Transportation System technology, and guarantees against motorcycle bans on public roads. Following the repeal of the national helmet law came renewed efforts within the states to ride free, and Arkansas became the first state in the nineties to repeal its helmet law in 1997—followed very closely by Texas, Kentucky, and, most recently, Louisiana in late 1999.

Many states have become pro-active in other areas, such as Minnesota passing the first-ever biker anti-discrimination law, Virginia and Illinois passing laws against motorcycle road bans, and Arizona, Iowa, Oregon and Washington repealing or modifying their handlebar height laws (long used as harassment tools by local law enforcement officials). But the only way to accomplish pro-biker law is to elect biker-friendly politicians, and in order to do that we have to not only *vote* for them, but also work in their campaigns to help get them elected to office. As U.S. Senator Ben Nighthorse Campbell once said, "After you're elected, everybody wants to be your friend. But you always remember the people who helped to put you there."

Physician, Heal Thyself: For years we've heard the medical community claim that motorcyclists riding without helmets are a huge public burden to taxpayers because of medical costs, but now the truth comes out in a front-page article in *USA Today*. Titled "Medical

Mistakes 8th Top Killer," the November 30, 1999, article claims that medical errors kill more people in the United States than traffic accidents, breast cancer, or AIDS, and between 44,000 to 98,000 American die each year from medical mistakes—making this the eighth leading cause of death in the country, and resulting in costs of over $8.8 billion a year!

So, remember these figures from the Institute of Medicine next time your sawbones starts talking about how much it costs to treat a fractured skull. And show 'em the following, based on these mind-blowing statistics:

Number of physicians in the U.S.: 700,000
Accidental deaths caused/year: 98,000
Accidental deaths/per doctor: 0.14
Number of motorcycles in the U.S.: 4,000,000
Accidental deaths/year: 2,000
Accidental deaths per bike: 0.0005

Therefore, based on these numbers, doctors are approximately 280 times more dangerous than motorcycles!

Unsafe At Any Speed: An electronic speed regulator that uses satellite signals to stop cars from breaking the speed limit could soon become mandatory on British vehicles, and the controversial speed control devices could be required to be fitted on all cars within the next few years.

Considering that technological advances can now achieve hands-free driving, and telematics (Intelligent Transportation Systems) are the wave of the driving future, it's a good thing that Congress passed legislation to ensure that motorcycles are considered in such "intelligent" technology so that your neighbor's SMART car won't run over your dumb motorcycle! It's also a good thing that motorcycle representatives from the ranks of rider groups from about 20 countries, motorcycle manufacturers and other industry reps, and national motorcycle rights organizations at the recent FIM (Federation Internationale de Motocyclisme) Public Policy Conference in Mulhouse, France, unanimously adopted a resolution "to oppose compulsory fitment to privately owned vehicles of any device designed to arbitrarily remove control from the driver to remote operation."

Although current technology doesn't apply to motorcycles, it's never too early to start thinking ahead!

—Bill Bish, National Coalition of Motorcyclists (NCOM)

Note: Look for a column from NCOM to appear regularly here in Easynews.

racing news

Picotte Takes 9th at Daytona 200 for H-D Superbike Team

DAYTONA BEACH, FLA. (March 13, 2000). With the satisfaction of seeing its newly developed swingarm improve handling—plus a top-10 finish by Pascal Picotte—the H-D VR 1000 Superbike Race Team left the Daytona 200 on Sunday with results that bode well for the rest of the season.

Picotte finished in ninth place, while teammate Scott Russell ran hard until stopping due to a vibration problem. On tracks such as Daytona, Picotte said it's clear where the team will need to improve.

"I know our team will be working hard to increase horsepower," he said. "At the same time, not every track is like Daytona." Indeed, the Harley-Davidson Superbike Race Team will soon be heading into a schedule more favorable to the sharp-handling VR 1000. The next stop on the AMA Superbike circuit will be Sears Point Raceway in Sonoma, California, May 5-7. This is where Picotte took third place in 1999.

"We had a great setup at Sears Point last year, and that should help us be well-prepared this season," Picotte said. "It's always exciting to go back to a track where you've had success." Russell said he also is anticipating to be part of the schedule.

"Of course, I'm disappointed that I didn't finish at Daytona, but those things happen in racing," Russell said. "The changes to the VR 1000, such as the new swingarm, have made a world of difference to me. We'll be ready for Sears Point, and beyond." Matt Mladin took first place at Daytona, with Nicky Hayden finishing second and Doug Chandler placing third.

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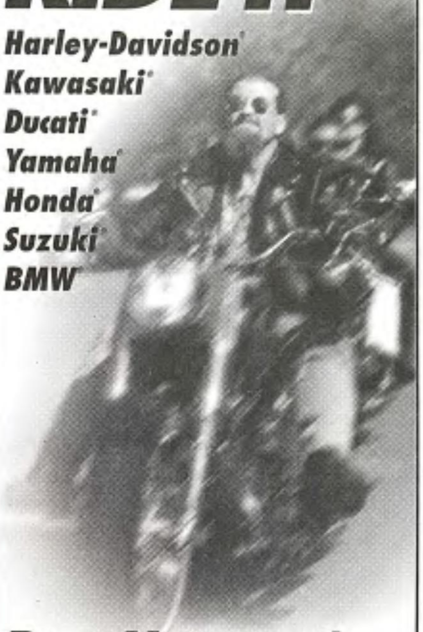

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two-wheeled tidbits

Spanning the biking globe...

San Francisco: MAD MAPS introduces a first in a line of maps customized for motorcycle touring people. Designed by veteran road warriors, the maps give detailed directions and descriptions of various stops along the routes, including biker friendly eateries, gas stations, dealerships, as well as rental and safety information. The company is already charting additional touring maps for other areas of California, the United States and beyond. I could use one of those maps just getting out of my driveway.

Moscow: The Russian industry has resumed the supply of heavy motorcycles for their Armed Forces. The off-road machines can be used by reconnaissance and patrol groups. They can carry two or three men and have a cargo lifting capacity of 25-100 kilograms. At a speed of 100 kilometers per hour, the cross-country machines are very maneuverable. The first batch of the three-wheeled motorcycles has been ordered for the Russian peacemakers in Kosovo.

Milwaukee: Now Harley-Davidson riders can browse for products online. The Genuine Harley-Davidson RoadStore is open at www.harley davidson.com. The new locator features the ability to search for a local dealer, maps to dealer locations, lists of dealership services, and even driving directions.

Las Vegas: This time, daredevil Evel Knievel landed with an "I do" instead of a thud at the same fountains where he crashed 32 years ago. Knievel tied the knot recently with Crystal Kennedy at Caesars Palace. Knievel, 61, arrived at the ceremony on a motorcycle, then waited for his 30-year-old bride.

—Gunny,
Oregon AIM Chief of Staff

Then there was the dyslexic bro who walked into a bra . . .

Big D
Funtown

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hangout

Bonnie & Clyde's

If you're lookin' for a biker-friendly hangout while puttin' up in Rhode Island, you can't do better than Bonnie & Clyde's in Smithfield. Bobby Croft started the place in 1971 (so he's been around as long as Easyriders) and besides bein' a good place to stop and get the feelin' back in your butt, he's got some pretty cool biker shirts and such for sale. You'll find Bonnie & Clyde's at 743 Putnam Pike, Route 44, Smithfield, R.I., (401) 949-9824.

filler stuff ... weird laws

TULSA, Okla.—Oklahoma's law books are cluttered with silly statutes that the state legislature should periodically review and repeal, according to Gov. Frank Keating.

"It's good to identify and repeal laws that are anachronistic, silly, or both," Mr. Keating said. But nowhere is it written that laws have to make sense, and Oklahoma has some that prove the point:

One law still on Oklahoma's books provides that if you are charged with injuring fruit, melons, or flowers in the daytime, you can get 30 days in the slammer and a fine of not more than $100 or less than $5.

A much more serious crime is injuring fruit, melons, or flowers at night. It's still 30 days in the county jail for conviction, but the minimum fine is $10.

"Profane swearing" is against the law in Oklahoma, and the punishment is a fine of $1 for each offense.

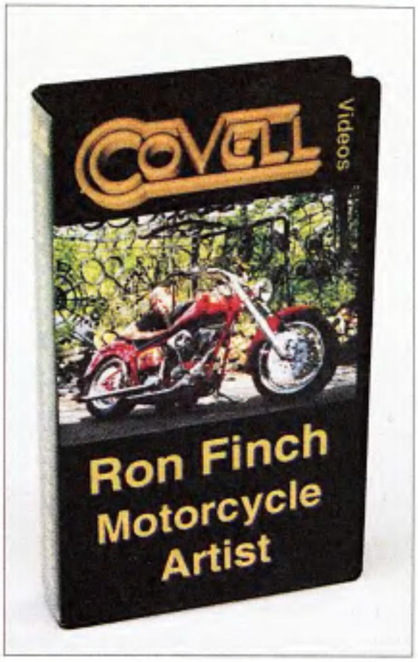
Another law says that any person who seduces a previously chaste woman by promising to marry her can be sent to prison for up to five years.

And any locomotive engineer who fails to ring a bell or blow a whistle at least 80 rods from a railway crossing can be imprisoned for 60 days.

Oklahoma's archaic and sometimes goofy laws usually are ignored. While Mr. Keating was a member of the Legislature, he helped repeal some of the state's antiquated laws, including one that said when a husband and wife are accused of a crime, the wife is presumed to be under the influence of her husband. *—H-D Cowboy*

entertainment

Finch Video



No, it's not a video about bird watching—it's about that wild man motorcycle artist, Ron Finch. The wacky builder of fantasmagorical scoots is the focus of this 45 minute video. Besides showin' off his amazing workshop, Ron unveils his nine motorized masterpieces in detail and shows us how the magic happens. To order call Covell Creative Metalworking (800) 747-4631.

investment news

Two-Wheeled Investor

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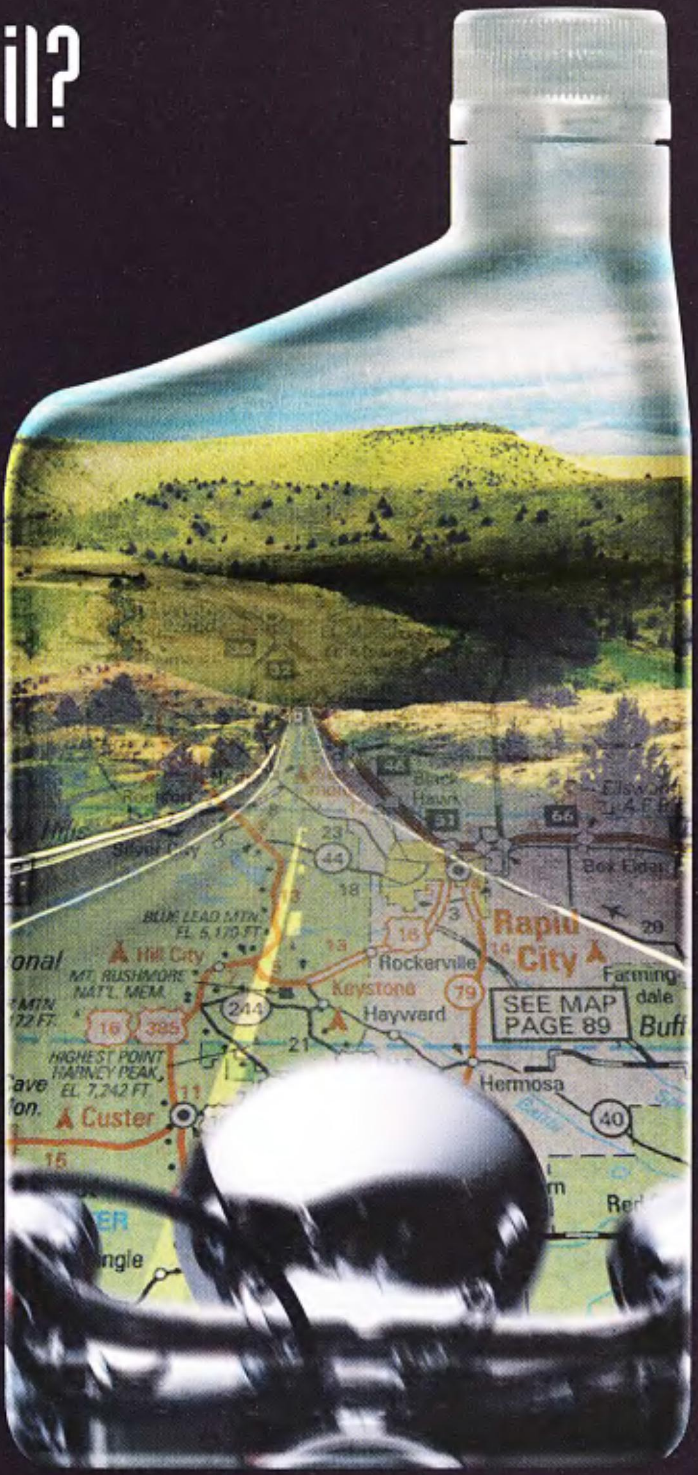
Symbol	Company	Date Public	Last Quote	Date	52-week High/Low
BIKR	**BIKERS DREAM**	1997	1.00	3/20/00	4.56 - 0.50
EZR	**EASYRIDERS, INC.**	1998	1.12	3/20/00	2.00 - 0.62
BIGX	**EXCELSIOR-HENDERSON**	1996	N/A	3/20/00	N/A
HDI	**HARLEY-DAVIDSON**	1986	77.50	3/20/00	85.31 - 45.06
PII	**POLARIS/VICTORY**	1996	32.25	3/20/00	45.68 - 25.56
TMOT	**TITAN MOTORCYCLES**	1998	2.19	3/20/00	5.00 - 2.00

got oil?



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GET AWAY FROM THAT BIKE!!

If you're reading this rag, you probably have much more than a passing interest in custom scooters. Motorcycles are part of your lifestyle, and you don't let a sunny day go by without greeting the wind on your proud steed. You may seem to have more affection for the bike than you have for some people, but we wouldn't blame you for that—we know how screwed up people can be.

If your bike is your pride and joy, it's simply because it is the product of many evenings spent with a parts catalog in one hand, and old copies of *Easyriders* strewn about the living room floor.

Whether you're canning fish for a living or performing heart surgery, you probably have invested a nice wad of change in this beautiful chunk of steel. You picked all the right parts for it, you upgraded the engine, you selected the right wheels, and you lost sleep over paint schemes.

In the end, the bike that stays in your garage (or in your living room) at night is no one else's than yours. Or is it?

Consider this: every day, hundreds of motorcycles get swiped by experienced thieves who only take seconds to go about their dirty business. Whether they hotwire the bike or simply pick it up and load it in the back of truck, the end result is the same. You walk home, SOL, knowing that you may never see your prized putt again.

Sure, you can protect your investment with the usual fork lock, pad lock, and heavy chain or cable (or shotgun and pitbull). These simple devices work well at deterring theft and they help discourage most thieves. But you can make a bike thief's job much more difficult by adding a good motorcycle alarm system to the package. Alarm systems are relatively affordable, generally very compact, and help bring attention to your bike in the event that a crook is trying to mess with it.

In the following guide you will find a list of alarm systems that do just that. Check 'em out and contact the suppliers—they'll answer all your questions and will help you figure out which one's best for you. *—Lafayette*

Aritronix Thunder Page Ultra

The Thunder Page Ultra, the smallest and most versatile security system available for your Harley-Davidson (the module's smaller than a matchbox!). It incorporates a built-in dual axis G force accelerometer which offers a self-adjustment feature that prevents false alarms due to extreme environmental conditions.

For ultimate security, Thunder Page offers an advanced paging surveillance system featuring an impact diagnostics system and sensor violation display. Unlike systems operating on common remote frequencies, this powerful, 4-watt digital pager is able to penetrate buildings and parking garages. And with the exclusive RCS (Range confirmation signal) you can always check and verify signal reception, making sure you never leave your motorcycle unprotected.

Best of all, Thunder Page comes with original Harley-Davidson connectors that simply plug into the factory harness. It is simple to conceal on any Harley Davidson or custom motorcycle. The Thunder Page Ultra system retails for about $299. Aritronix • 7830 East Gelding Dr., #300 • Scottsdale, AZ 85260 • (800) 428-0440 • www.aritronix.com

Harley-Davidson Universal Alarm

Universal, simple, and most importantly effective describes this 110 decibel, battery-operated mini alarm system offered by Harley-Davidson. The tiny alarm can be attached to the motorcycle in several ways and is armed with a key. Should the motorcycle be affected by a major disturbance, the alarm will blast off for 30 seconds and then automatically rearm itself. This universal alarm is priced to sell at only $15.95 and is a real deterrent that provides peace of mind. You will find this compact system at your local Harley-Davidson dealer.

Armed Guard "G-Force" series alarms

Armed Guard Security announces the release of their new "G-Force" series alarms for year 2000. This year's alarms feature simplified installation for dealers, including true "2-wire" 30 minute basic installations for dealers looking for less complex installs. The new alarms also feature the new G-Force sensor unit which automatically "locks" the motorcycle to the ground. There are no more manual sensor adjustments necessary during set up. Once the alarm is armed, the sensor auto-adjusts to the bike at any angle.

G-Force technology is so accurate and durable, it is covered by a 5-year replacement warranty. No wire splicing is required, and matching connectors are provided for V-Twin installations.

Armed Guard G-Force alarms feature pagers, electronic perimeter sensors and battery backup sirens. G-Force will be offered through Custom Chrome, Drag Specialties, Chrome Specialties, Mid USA, Yamaha, and other leading distributors. Suggested retail prices $154.94- $289.95. Armed Guard • (800) 536-7852 • www.armedguard.com

Helpful Tips To Keep Thieves At Bay

• Always lock your ignition switch and engage the steering head lock, no matter how short your errand might be. We've heard of folks making a quick pit stop at a gas station, only to come out of the john to an empty parking spot.

• Always try to park in a busy parking area and preferably in plain view from the street. Thieves don't particularly like to operate out in the open where they could be spotted by a passing patrol car.

• At night, try to park in a well-lit area. If there's guarded parking, make use of it. You may want to slip a couple of bills to the attendant and ask if you can park next to the security booth.

• If possible, attach the bike to an immovable object y means of a strong chain or a high tension steel cable and a good padlock. As you may know, chains have never stopped a determined thief, but the extra hassle of dealing with the chain are likely to send the guy looking for an easier target. Plus, securing the bike to the ground will help discourage burly guys who lift bikes up into trucks and drive away with the prize.

• Try painting your bike Day-Glo orange with green Metalflake tiger stripes. A good alternative is to use tar and feathers, or stick Yamaha logos on the tanks.

• Last but not least, install and use a motorcycle security alarm. Duh! If you're a really big guy, you may want to get one of those pager type alarms. This way you'll be notified of any foul play, so you can go deliver in person a six-pack of whoopass to your bike's admirers.

Gorilla Ultra Compact Cycle Alarm

This Gorilla Ultra Compact Cycle Alarm mounts in minutes as a simple two-wire hook-up with all necessary hardware and complete instructions for an effective theft deterrent. This compact electronic system features an adjustable 5-tone, 120db siren, 2-stage shock sensor, tilt motion sensor, system current sensor, and a simple 2-button remote with a 100-foot range. Gorilla Automotive Products • 800-262-6267 • or see your Custom Chrome dealer.

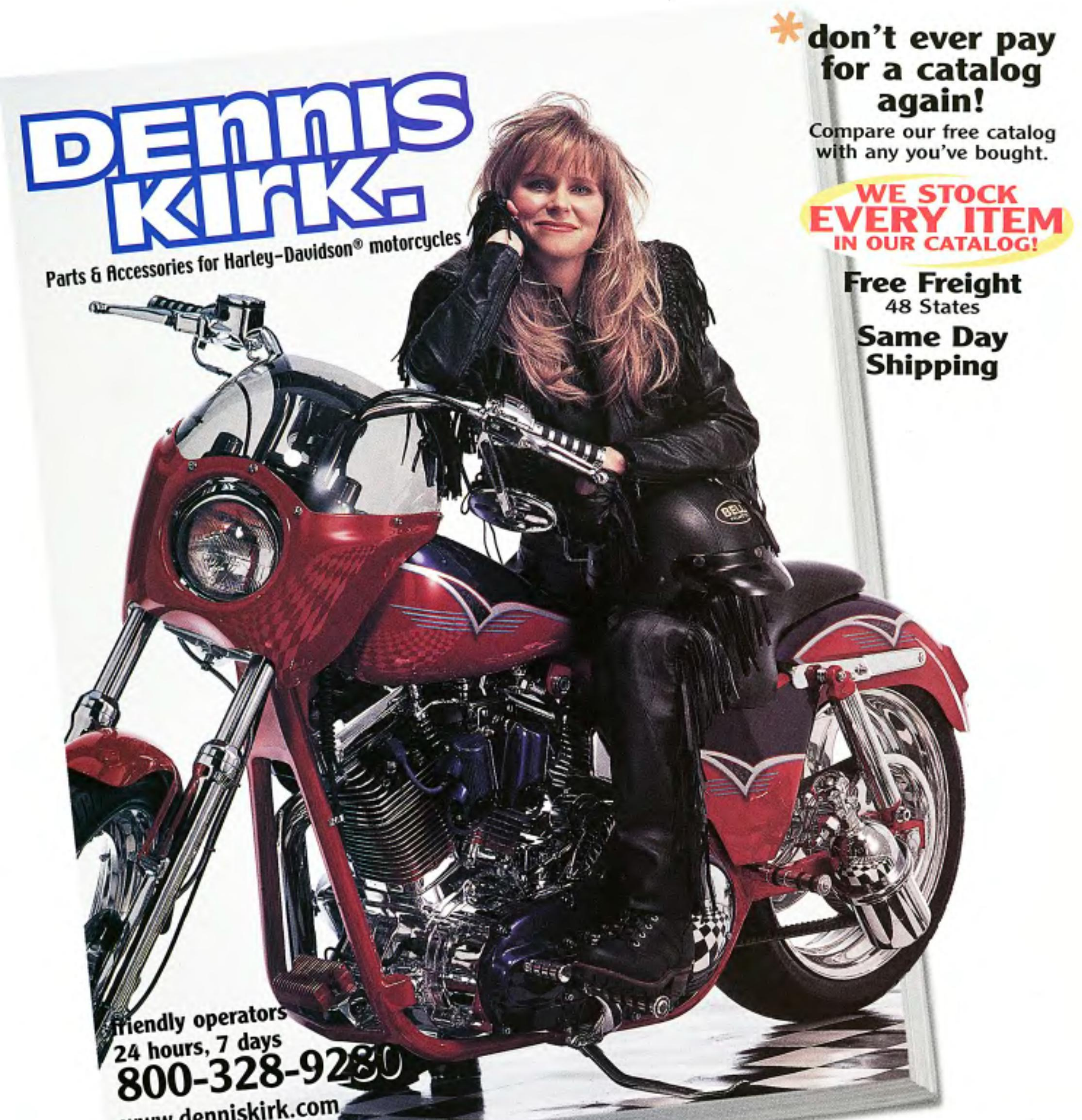
Nady Motorcycle Alarms

Nady has been producing motorcycle alarms for more than 15 years. The Nady motorcycle alarms are ultra compact for easy mounting into all bikes and feature ultimate ease of operation.

Thieves will know that they've picked the wrong target when your Nady MA-100 motorcycle alarm cuts loose with its 115 db Piezo siren. The alarm sounds for 35 seconds before resetting itself. A five-second delay gives you a chance to disarm the MA-100 simply by turning the ignition switch on. When the ignition is switched off, the alarm "chirps" and allows thirty seconds before arming itself. A motion sensor with adjustable sensitivity provides alarm activation if your bike is jostled or moved.

You can also keep tabs on your motorcycle from up to a quarter mile away with the Nady MA-200 motorcycle alarm with remote pager. The MA-200 is a motion detector alarm with user adjustable sensitivity that emits a 115 db sound when your motorcycle is disturbed. At the same time it notifies you of trouble via RF transmission to its pocket-sized electronic pager. The MA-200 is activated by turning your motorcycle ignition switch OFF. A five-second entrance delay allows the time to insert ignition key and turn before setting off the alarm.

The MA-100 retails for $60.00, the MA-200 for $200.00. You can get these Nady motorcycle alarms through Custom Chrome. Nady Wireless • www.nadywireless.com



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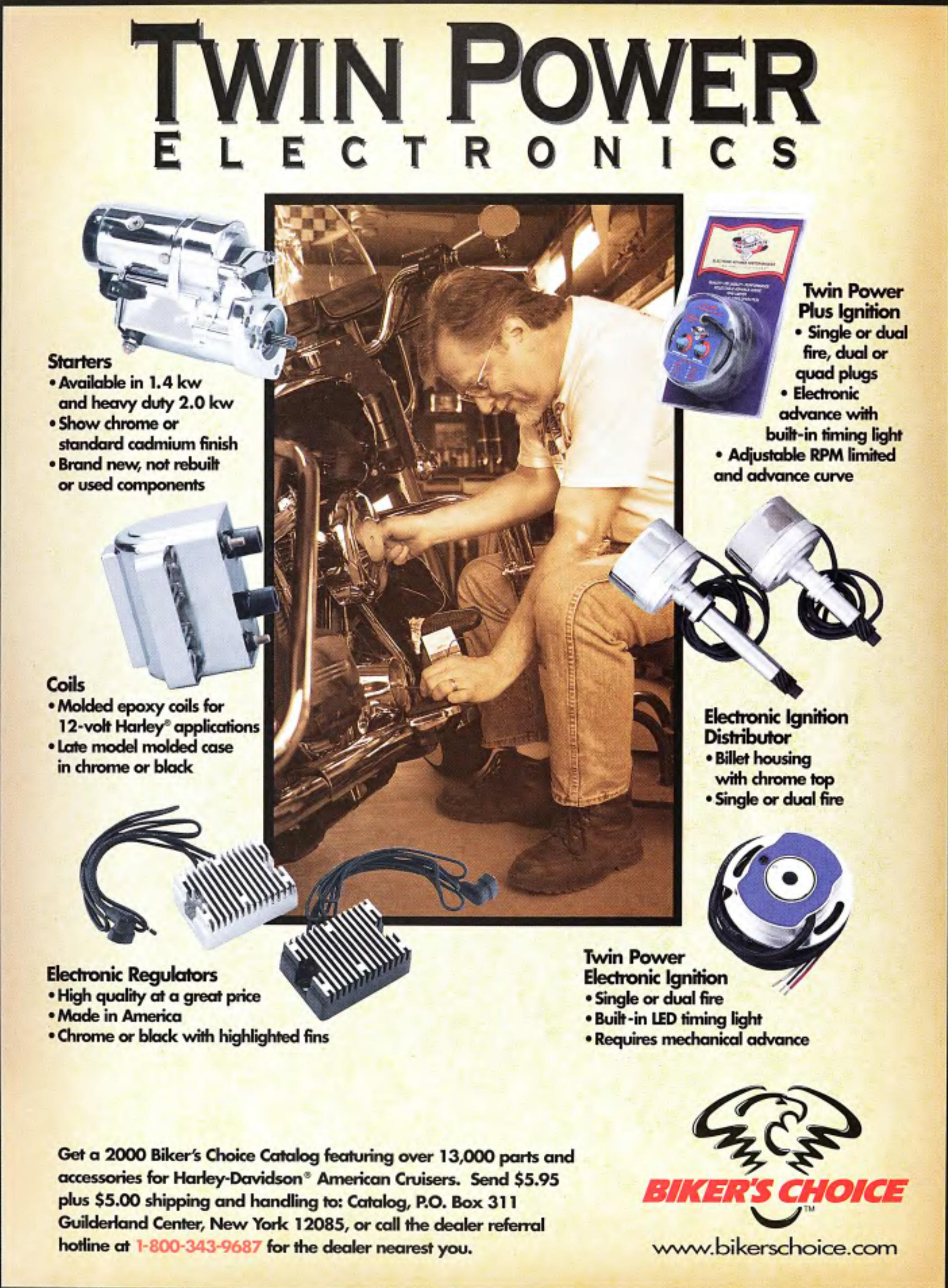
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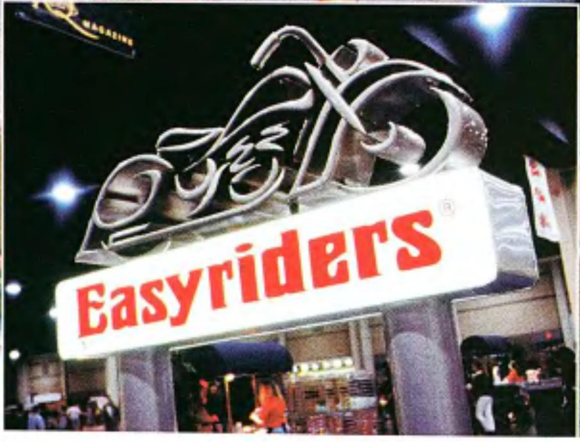
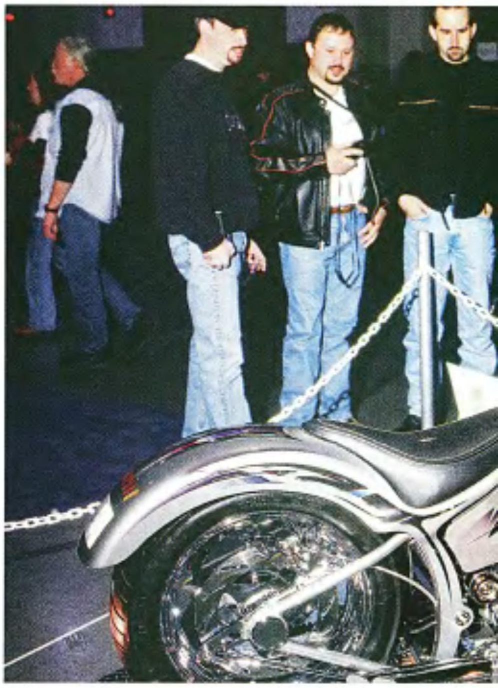
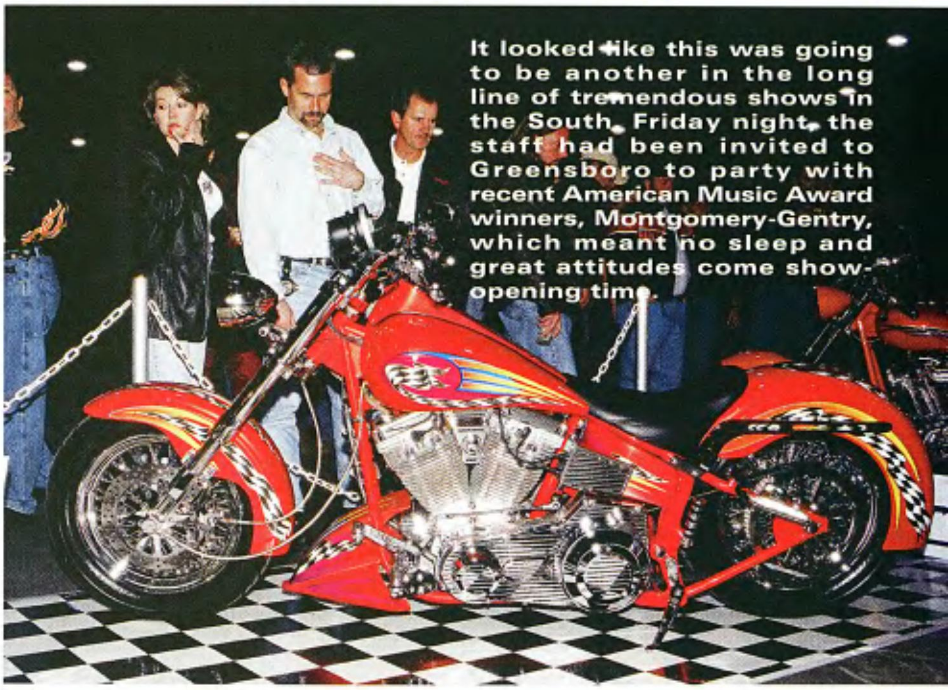
CHARLOTTE 2000



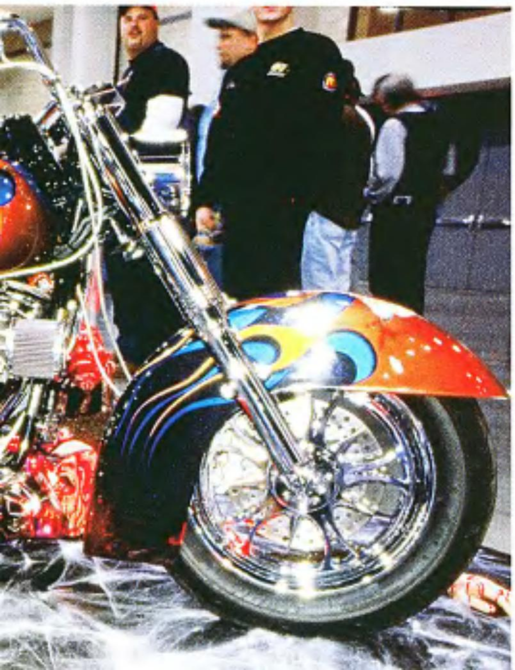
Charlotte, North Carolina, is becoming the second largest bike show we put on, right behind the Columbus Invitational. It has also become the show the staff fights over to attend. With all the beautiful Southern belles, great weather, outstanding food, and ever-present Southern hospitality, it's no wonder the Charlotte Bike Show is so popular. Oh, yeah, there's also a ton of great-looking motorcycles. But this year, there was an additional attraction throwing everyone for a loop.

MARILYN
MANSON





It looked like this was going to be another in the long line of tremendous shows in the South. Friday night, the staff had been invited to Greensboro to party with recent American Music Award winners, Montgomery-Gentry, which meant no sleep and great attitudes come show-opening time.



Photos: Aaron Stevenson

Spectator Class

EARLY-RIDERS

1st Place	Ken Lipack, Charlotte, N.C. 1956 H-D FLH Panhead
2nd Place	Rodney Burnett, Charlotte, N.C. 1956 H-D FL Panhead
3rd Place	John Baucom, Matthews, N.C. 1947 H-D WL-SP

VQ

1st Place	Keaton Hinson, Hickory, N.C. 2000 Ness Tail
2nd Place	Glenn Soled, Cincinnati, Ohio 1994 Special Construction Softail
3rd Place	Collision Bike Works, Indian Trail, N.C. 1998 Harley Fat Boy

BIKER

1st Place	Lee Mayshark, Knoxville, Tenn. 1941 H-D EL
2nd Place	James Grimes, Norfolk, Va. 1987 H-D Hardtail
3rd Place	Rex Gardner, Christianburg, Va. 1983 H-D FXSB Lowrider

QUICK THROTTLE

1st Place	Trae Coburn, Myrtle Beach, S.C. 1999 H-D Special Construction Softail
2nd Place	Collision Bike Works, Indian Trail, N.C., 1998 Special Construction
3rd Place	Joseph Sciuto, Alexandria, Va. 1995 H-D FLSTN

IN THE WIND

1st Place	Mike Pullin, Charlotte, N.C. 2000 H-D Special Construction
2nd Place	Jesse Russell, Apex, N.C. 1971 H-D Shovelhead
3rd Place	Rick Clark, Levittown, Pa. 1993 H-D FLHTCU

EASYRIDERS

1st Place	Avon Smith, Concord, N.C. 1950 H-D Shovelhead Chopper
2nd Place	Michael Reel, Asheville, N.C. 1999 Softail Custom
3rd Place	Jack Sprague, Concord, N.C. 1998 Lake Norman ProFat 180

BEST OF SHOW

1st Place	Doug Morton, Concord, N.C. 1996 Special Construction Softail
2nd Place	Michael Howington, Apex, N.C. 1997 Bourget's Python Limo
3rd Place	Shawn Adelsberger, Simpsonville, S.C. 2000 Pro-One Pro Quad

Judged Class

BEST ANTIQUE

1st Place	Iron Horse Motorcycles 1952 H-D FL
2nd Place	Mike Haefner, Monroe, N.C. 1952 H-D FL
3rd Place	Bob Dixon, Lake Wylie, S.C. 1944 H-D Flathead

BEST SPORTSTER

1st Place	Bruce Holzheimer II, Strongsville, Ohio 1996 H-D 1200 Custom
2nd Place	Victoria Cambell, Clinton, S.C. 1995 H-D 1200
3rd Place	Karen McCann Christianburg, Va. 1998 H-D 1200

BEST SPECIALTY

1st Place	Scott Pitcher Kokomo, Ind. 1999 Special Construction Chopper
2nd Place	Roadhouse Choppers Snellville, Ga. 1999 Roadhouse Chopper
3rd Place	Eddie Meeks Greensboro, N.C. 2000 Custom Softail

BEST STREET CUSTOM

1st Place	Trey Steele W. Columbia, S.C. 1999 Daytec Softail
2nd Place	Jamie German Jr. Port Jervis, N.Y. 1994 H-D FXLR
3rd Place	Click Baldwin, Gastonia, N.C. 2000 Special Construction

BEST RADICAL

1st Place	Billy Lane, Melbourne, Fla. 1972 H-D Shovelhead Chopper
2nd Place	Mark Meister, Amarillo, Texas 1999 Softail Chopper
3rd Place	Scooter Coleman, Gastonia, N.C. 1999 Special Construction

BEST OF SHOW

1st Place	Art Hightower, Gosse Creek, S.C. 1999 Donnie Smith Softail Custom
2nd Place	Terry Whitten, Anderson, S.C. 1995 Special Construction
3rd Place	Bill Falatick Boynton Beach, Fla. 1999 RC Comp Pro Street

The vendors and show entrants had practically filled the hall. In fact Saturday morning, new spaces had to be opened to accommodate all the walk-ins. The Marshall Tucker Band was en route and some of the staff were already scouting the spectators for Calendar Girl contestants. The rest of the staff were busy judging the bikes, and Mike Lichter had already started shooting bikes for the mags. Then it happened.

Mid-way through the show, the weather service began advising North Carolina residents to *stay home!* Who in the hell called in the blizzard? Six inches fell in a matter of minutes! Now, normally, when six inches fall that fast, I'm enjoying an after smoke (if you know what I mean), but this time it meant a whole different feeling—how are we gonna get home? Instead of creating all-out panic, the crowd was urged to party harder! That, my friends, was the instant cure. The show resumed and kicked ass. Although Marshall Tucker had previously been stuck in the snow, they showed their true partying determination, bypassed the roadblocks, and rocked the Charlotte Convention Center!

After the two-hour set by the MTB, the calendar girl contest kept the spectators warm and cozy while the judges finished the voting standings. As the crowd had peaked to a frenzy, we got on stage to announce the winners. This was one of the toughest shows the staff has had to judge this year. So much so, that we were still fighting over the winners in the Judged Class right up until we got on stage to announce them. I apologize to Red Baron for the black eye, Dan-O for the hangover, and I forgive Lafayette for the kick to my groin.

We've provided the winner's list for ya to see who won what because, quite frankly we can't remember after all the blows to our heads! If you're in that part of the country, ya have to make plans to be there next year. But whoever ordered the blizzard this year, you stay home so that the rest of us will have a big time!

—Oil Can

Something big is coming. Again.

TalkingTech

RED OR BLUE?

OK, I've been riding Harleys long enough to understand the importance of Loctite, but one question still remains: red or blue? I've been told by some bros to use red on everything, and then others suggest that blue is fine.

Jake
Long Island

Well, 271 Red is the strong stuff. It should really be used only on bolts or studs that won't be removed for servicing. For example, using red Loctite on your outer primary bolts would be a severe no-no. For almost every application, 242 Blue will do the job and then some. Even with the blue Loctite, only use a small drop, not a great slobbering mess. Remember, a little will go a long way.

SPOKE SPEAK

I'm checking out all of these fancy spoke wheels with 60, 80, 120 and even 240 spokes, and I'm wondering if there is any advantage in having any more spokes than the standard 40 we get on stock wheels. I mean, are these additional spokes adding any strength, or are they just for looks? I'm considering a new set of wheels sometime this year and wouldn't mind some info.

Mad Mike
Jersey

Basically, it boils down to style. Personally, I run American Wire Wheel 80-spoke rims on my bike, and it was strictly a style decision. As for strength and all the rest of it, I'm sure that an argument can be made either way. Hell, some of my friends refuse to use spoke wheels in high-performance applications because they say that the spokes can break or pull out of the rim. Fortunately, I've avoided that problem so far, and the only advice I can give you would be to buy something you like ... and have the time to keep 'em clean.

SPARK ON-SPARK OFF

I'm running a Dyna 2000 ignition on my Heritage, and suddenly it has developed an intermittent problem with firing the front cylinder. When the problem started, I did a spark check to see if both coils were firing (you know, the old spark plug trick), and for some reason the front coil is the only one that seems to cut out. Any ideas? The annoying thing is that this problem comes and goes at random.

Kenny Landers
Detroit, Michigan

I called my bros at Dyna and think I have your problem isolated. Since you were thoughtful enough to have checked the spark, the folks at Dyna nailed this one down immediately. For our beginning wrenches out there, you check spark with the plug wires disconnected from the engine, and with the plugs removed. Stick one plug in either lead and lean it up against the engine to ground it, then spin the engine. If it sparks, then you're OK. Back to the explanation. The Dyna unit has a blue wire that fires the front coil. Check this connection all the way back to the ignition module for breaks or bad connectors. The unit comes from Dyna with an insulated bullet connector on the blue wire, and sometimes those don't get pushed all the way in. Check this out, and you should be back up and running in no time.

WIRING WOES

Help! I've switched my ride over to new billet triple trees and billet hand controls, and I've got a weird problem now ... the bike won't start. I checked all of the wiring, and it seems fine since it came out of my stock switch housings, but still no dice. What should I do? It's getting to be riding season, and I want to hit the road in style.

Max
Reno, Nevada

Put the ground wire back on between the triple tree and the handlebars. We had this happen not long ago here in Talking Tech, and it's a simple thing that's easy to overlook. That's all your problem is. To double check, run a jumper between the bars and the tree or frame. When the bike starts and all the lights come on, make yourself a nice ground wire and go hit the road.

RUBBER RESIZE

I'm running an Avon 140-18 on my FXR, and I would like to go wider on the rear tire if possible. My rear is an Akront 18 x 3.5-inch, and my question is, will an Avon 150-18 fit on this rim? I can't go too much wider because of fender clearance, but I would like to get some more width if possible.

Monty
Salinas, California

I've done enough of these 140 or 150 tire conversions to recommend a good combination for ya. The Avon 140-18 and the Avon 150-18 differ in tread design and formula, but on a 4.25-inch rim, they measure out damn near the same width. Using your existing 3.5-inch rim wouldn't buy you anything as far as width, but increasing the rim width would. A 4-inch or 4.25-inch rim with the exact tire you are running now will add the look you're trying to achieve. With the stock FXR fender, you won't be able to add too much more tire, so I'd recommend your current 140 with a 4.25- x 18-inch rim. If you absolutely have to have a 150, then use the 150-18, but the tire won't be a whole lot wider. Hope it helps.

STAND STOPPER

If you run one of those 3-inch open belt drives, do you have a problem with the kickstand not having a place to retract against? Is there a trick or do you just have to make a special kickstand stop?

Dan Woods
Monterey, California

Well, it depends on the mix of components used, but with a forward mounted kickstand, it's not a bad idea to have some sort of stop so that you don't have to fumble for the kickstand, even with a belt guard. Sure, most people don't put their kickstands down with the bike running, but still ... those wide belts can look intimidating. Anyhow, Khrome Werks sells a kickstand stop for big twins. Check out Drag Specialties' huge new 2000 catalog, and on page 608, you'll see it, part number DS-240212. That'll keep your kickstand away from the belt drive, and it's fully adjustable.

How many times have you sat in your garage, teetering on an old milk crate and scratching your head over how to do this or that? Well, by all the flywheels that turn, here's your chance to find the answer. Jot a note to Wrench, *Easyriders*, P.O. Box 3000, Agoura Hills, CA 91376-3000, or e-mail wrench@easyriders.net. If we can find a solution, you'll read it here.

"Yeah, I understand completely—it can be a pretty tough decision."

The Good Old Days

Have you ever sat and stared at the wall for hours on end, yearning for the good old days? Have you ever popped a blood vessel in your forehead because you were straining so hard, trying to turn back the hands of time with your mind? Have you ever put on your oldest clothes, hung an outdated calendar on the wall and pretended it was 1975? If you have, you've probably gone insane and should immediately seek professional help. Go now, before it's too late.

On the other hand, if you ever casually long for days gone by, you're not alone. Don't get me wrong, I don't spend a lot of time whining about the current state of the world, mostly because I can't do a damn thing to change it, but there are days when I'd like to go back. I'm not saying the past was perfect. Far from it. There are years that I wouldn't return to if you paid me with a truckload of lap dance coupons. Like 1973, for example, when I learned that no matter how fast you think you are, you can't outrun a German shepherd.

So if times weren't necessarily better, why do we lament for the past so much? I think the answer has to do with simplicity. When I was 17 years old, nothing seemed too complex. I felt like I understood everything. Now, I don't know what the hell is going on. Maybe that's what I really miss from the past. I'd love to feel that smart again.

It seems like no matter how long ago they were, the good old days are never far away. You don't want to live in the past, but the flashbacks can be comforting. It's nice to know that whenever daily life has got me barkin' at shadows I can go back in my mind to a simpler time.

It's weird that some day people are going to look back on this very date and think of it as the good old days, even though it doesn't seem that special right now. When you're young you look forward to the future; when you're old you long for the past. The years in between are full of confusion, cheap booze, and questionable financial decisions. Nobody can take care of what's happening now because we're all living in a different mental time zone. No wonder I keep getting lost on the way to work.

—Greg White

A time when ...

... sexual harassment was something strippers did if you were willing to pay extra.
... you could light up a smoke in an elevator, a bank, or even a hospital room and not have to pummel some security guard for trying to write you a ticket.
... a wife was a wife, an ol' lady was an ol' lady, and your life partner was a dog.
... teenage boys carried a dusty condom in their wallet, not a shiny machine gun in their backpack.
... safe sex meant watching your balance.
... the only real "no smoking" area was within ten feet of a gas pump.
... you could order a cup of coffee without knowing how to speak Italian or selling body parts to raise enough cash.
... being politically incorrect occurred when you lost your focus and screwed up your ballot on election day.
... you didn't have to have a doctor's certificate of health and a latex body suit to get laid.
... light beer was something you drank to sober up.
... people went to a therapist because they were crazy, not trendy.
... "coming out of the closet" was something that happened shortly after you'd walked into the closet.
... "gender confusion" meant you were liquored up and stumbled into the ladies room.
... a Web site was where a spider lived.
... a virus was something people caught ... not their computers.
... a laptop was a handy place for women to dance.
... the most effective treatment for depression involved a few cases of beer, a backyard, and a cluster of scantily dressed females.
... students didn't hit their teachers because teachers hit back.
... the only people on television having a "gay ol' time" were the Flinstones.
... sex education was pretty much on-the-job training.
... if you wanted to have sex with a stranger you had to turn on the charm, not the internet.
... body piercing took place when you had an unfortunate incident with your Buck knife.
... if you were dumb enough to fall out of bed, or dump hot coffee on your privates, you went to a doctor, not a lawyer.

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Road King®
Springer®
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and...Subscription choices at special, money-saving sweepstakes prices!
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GRAND PRIZE

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PURE STEEL MOTORCYCLES OF AMERICA

"Dagger" Motorcycle

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More than $1,400,000.00 in prizes have already been awarded. Meet just a few of the 12,000 past winners.

Paul Szmurlo

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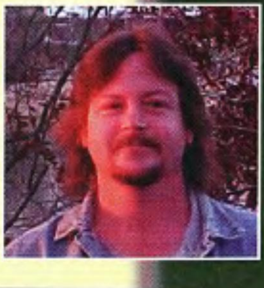


Meet Jackie Nash, last year's GRAND PRIZE WINNER of a Titan Playboy Custom Motorcycle.

But, you gotta enter to have a chance.

OFFICIAL SWEEPSTAKES RULES

1. Use the enclosed Official Entry Form and subscription envelope. Mail your entry to the *Easyriders* Spectacular New Millennium $225,000.00 Subscription Sweepstakes P.O. Box 50044, Boulder, CO 80322-0044. Entry form must be legible and completed in full to be valid. All entries must be received by August 31, 2000. Easyriders, Inc. assumes no responsibility for lost, misdirected or late mail.

2. Prizes are nontransferable and not redeemable for cash. No substitution of prizes is permitted. You may win one of a total of 1,454 prizes — 1 Grand Prize, 1 First Prize, 1 Second Prize, 1 Third Prize, 100 Fourth Prizes, 100 Fifth Prizes, 750 Sixth Prizes, and 500 Seventh Prizes. The $15,000.00 cash option is in lieu of only the Third Prize choice. The motorcycle prizes pictured may not be the specific ones awarded. Total approximate retail value is $225,500.00.

3. Winners will be selected by random drawing from all entries received by Wood Business Solutions International, whose decisions will be final. Prize winners will be notified by mail within 90 days of the closing date and must acknowledge notification within 30 days, or prize will be forfeited and an alternate winner selected. In the event that all prizes are not claimed, which is likely, random drawings will be held from among all entries received to award unclaimed prizes. The odds of winning a prize will depend upon the total number of eligible entries received.

4. Sweepstakes is open to all residents of the U.S. aged 18 and over, except employees of *Easyriders*, Inc. and their families, its affiliated companies, and advertising and promotion agencies. Sweepstakes is void outside the U.S. (except APO/FPO addresses), and wherever prohibited or restricted by law. ALL FEDERAL, STATE AND LOCAL TAXES, IF ANY, AND DELIVERY OF BIKES ARE THE RESPONSIBILITY OF THE WINNERS.

5. Winners may be required to execute an affidavit of eligibility, release, and indemnification. All entries received become the property of *Easyriders*, Inc., and none will be returned. Winners grant *Easyriders*, Inc. and its agencies the right to use their names and likenesses for advertising and promotional purposes.

6. For a list of major prize winners, send a separate, stamped, self-addressed business envelope to *Easyriders*, Inc., 1999 Sweepstakes Winners List, P.O. Box 1050, Agoura Hills, CA 91376-1050.

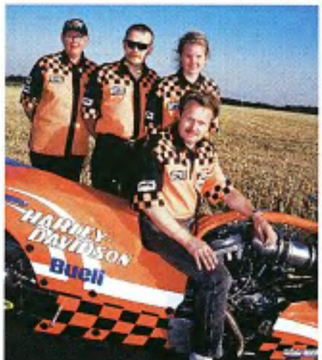
NO PURCHASE NECESSARY TO WIN.

You could be a winner too!

Swedish Super-Twin Top Fuel Rider Anders "Charley" Karling and the World's Quickest Blown Harley-Davidson

World's Fastest Drag Bike

Ever since the hotly contested Super Twin nitro class was inaugurated in Europe in 1989, Anders Karling has been a stalwart supporter. Initially in partnership with Lars Wahlberg, a mechanic at Anders' Pro Bike business—a company formed in 1984 and Sweden's official distributor of Harley-Davidson parts and accessories—the two built their first Super Twin at the shop before setting out to terrorize the ranks. Initially, Lars rode and Anders wrenched on the bike, but when the former left Pro Bike, Anders bought out Lars' share and took the hot seat. He achieved more than a modicum of success both in Scandinavia and Europe, as well as in the USA. An excursion to the States in 1993 saw the Pro Bike quarter-scorcher competing in five events, with Anders taking home the winner's trophy at one of them.

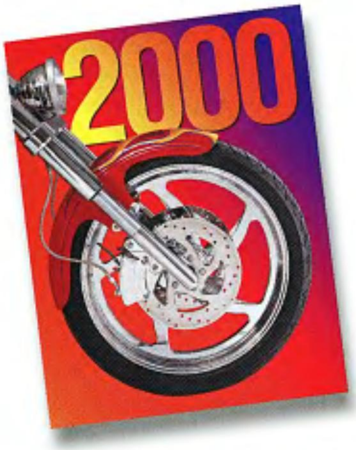


The following year he won the FIM European Championship and followed it up with a consecutive crown in 1995, a year in which he also annexed a quartet of national titles. Looking to satisfy the proverbial need for more speed, he set about constructing a new fuel bike in 1997. Assisted by his daughter Viktoria with the exacting design chores, the maestro put the new steed together over the winter of 1997/'98, debuting it at Santa Pod Raceway's FIA/FIM season-opening Main Event race at the end of May. Problems with pitching blower belts were evident right from the start, as was an alarming tendency for the bike to wobble and constantly pull to the left when it started to pick up speed. Figuring that the latter was due to both cylinder exhaust pipes being routed to exit spent gases on the right-hand side, Anders reconfigured the front-cylinder

Above: Team Karling, ready to do the impossible. Below: The 1850cc Super Harley looks lethal even sitting still.

Lucky enough to have one of these?

You'll need one of these to go with it:



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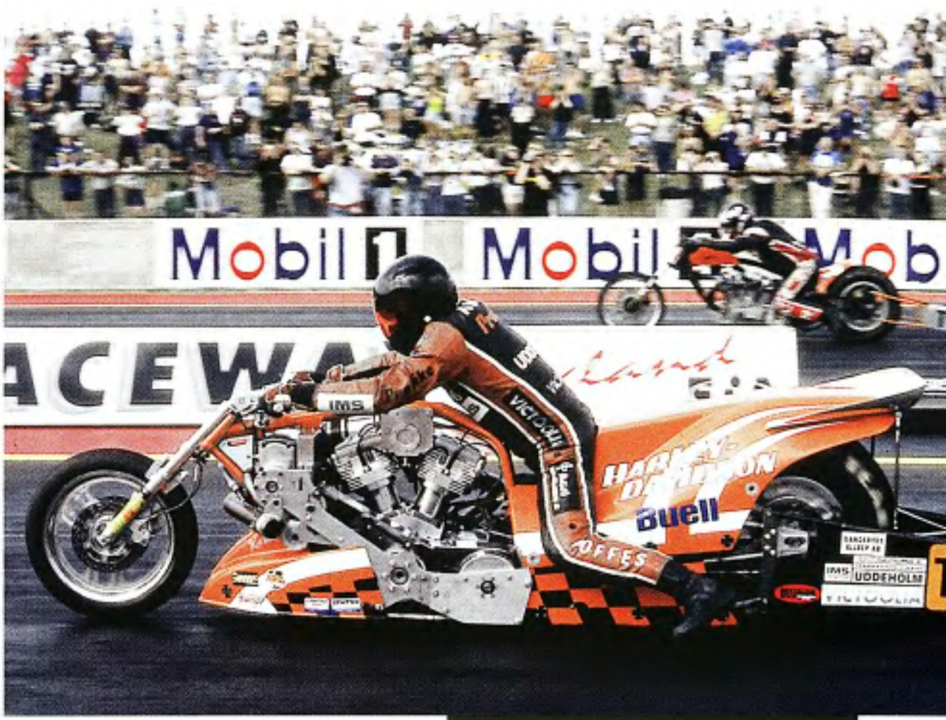
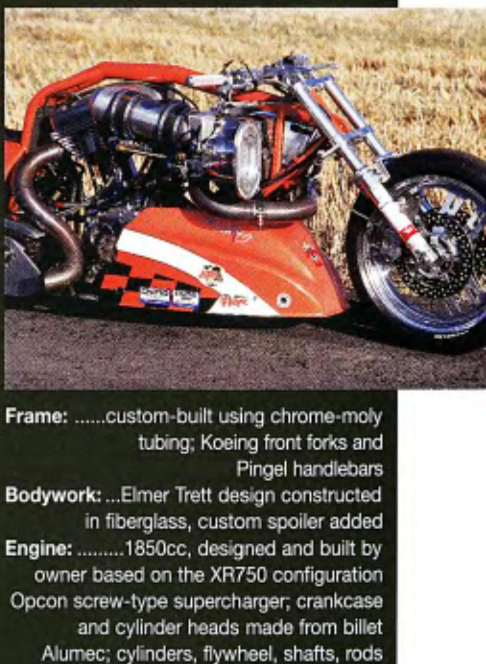


pipework to vent the nitro fumes to the left side. The fuel tank was relocated closer to the rear wheel, a move which allowed for optimum weight transfer off the start line, the front wheel barely skimming the asphalt when the throttle is cracked open.

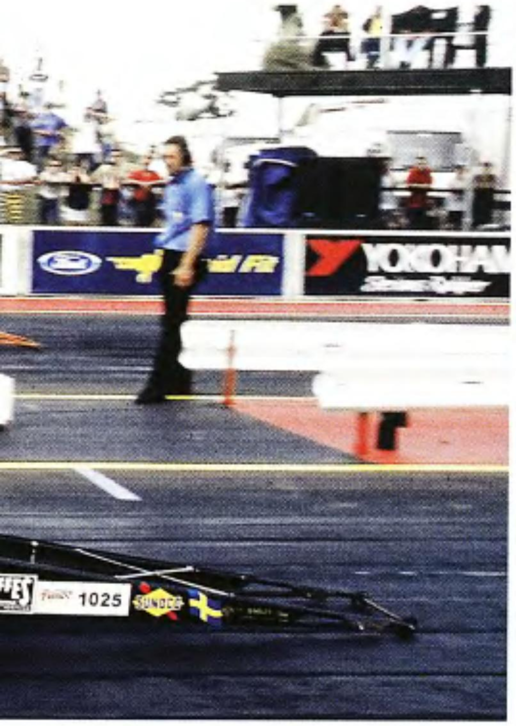
Although the best elapsed time recorded by the bike in '98 was 7.42 seconds in the quarter mile, matters improved dramatically in '99 following elimination of the handling woes. OK, the belt problem still wasn't cured, but with the revitalized machine making its first full pass at round two of the championship in Alastaro, Finland, the ET came down fast. A 7.13 was swiftly followed by a 6.95, both runs being straight as a die.

As the season progressed, so did the performances Anders was able to coax from the Pro Bike flagship. By the time the traveling acceleration show returned to England for the September season-wrapper, Anders had run as quick as 6.79 seconds—"and this was with the bike completing the last 50 meters on one cylinder after a piston broke up and debris closed the spark gap!"—and as fast as 324 km/h (201 mph). He was pole qualifier at half the FIM rounds and annexed another national title to add to his already impressive resume.

Improvements to be carried out before the new millennium season kickoff included a piston redesign and a new blower drive to hopefully cure the bike's tendency to lose its belt before reaching the finish line.



Frame: ......custom-built using chrome-moly tubing; Koeing front forks and Pingel handlebars
Bodywork: ...Elmer Trett design constructed in fiberglass, custom spoiler added
Engine: ....1850cc, designed and built by owner based on the XR750 configuration Opcon screw-type supercharger; crankcase and cylinder heads made from billet Alumec; cylinders, flywheel, shafts, rods and other reciprocating parts formed from Impax Supreme; Alumec and Impax Supreme are tool aluminum materials manufactured by Uddeholm.
Transmission: ....2-speed supplied by Per Bengtsson; Pingel Top Fuel chain.
Clutch and primary belt drive: ......supplied by Jim McClure
Brakes: ......Performance Machine disc with 4-piston calipers front and rear
Wheels: ....Performance Machine (f) 17x2.125 (r) 15x12
Tires: ....(f) Michelin 12/60x17 (r) Goodyear Eagle 14x31.5x15
Paint: ....Ivve Hallberg
Photos: ....Andy Willsheer

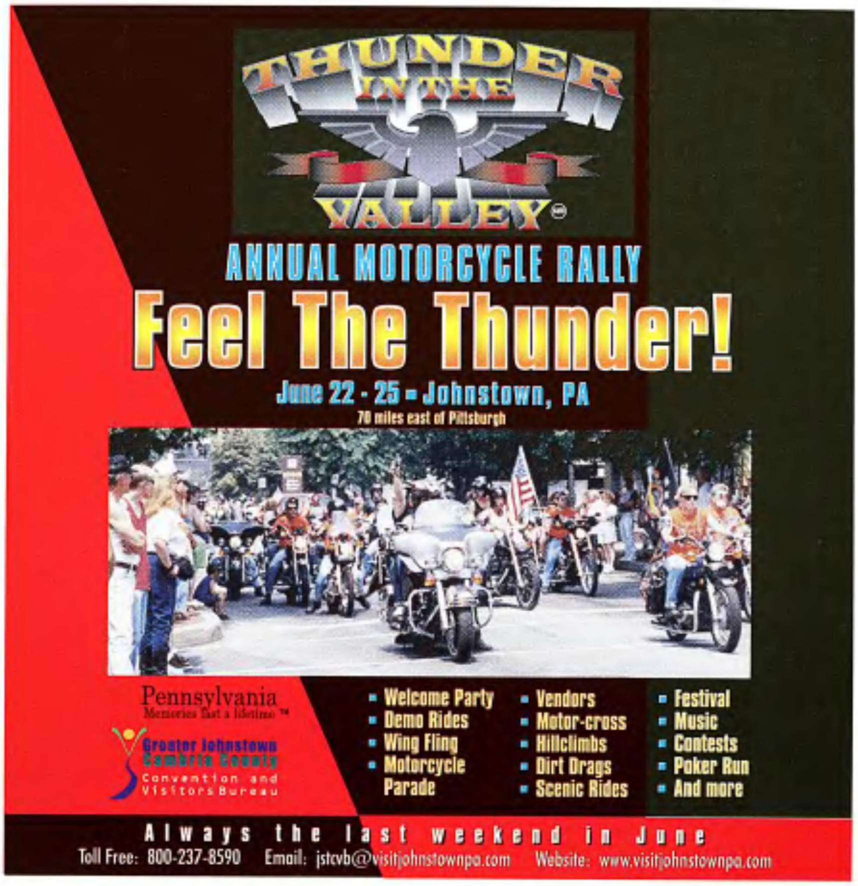


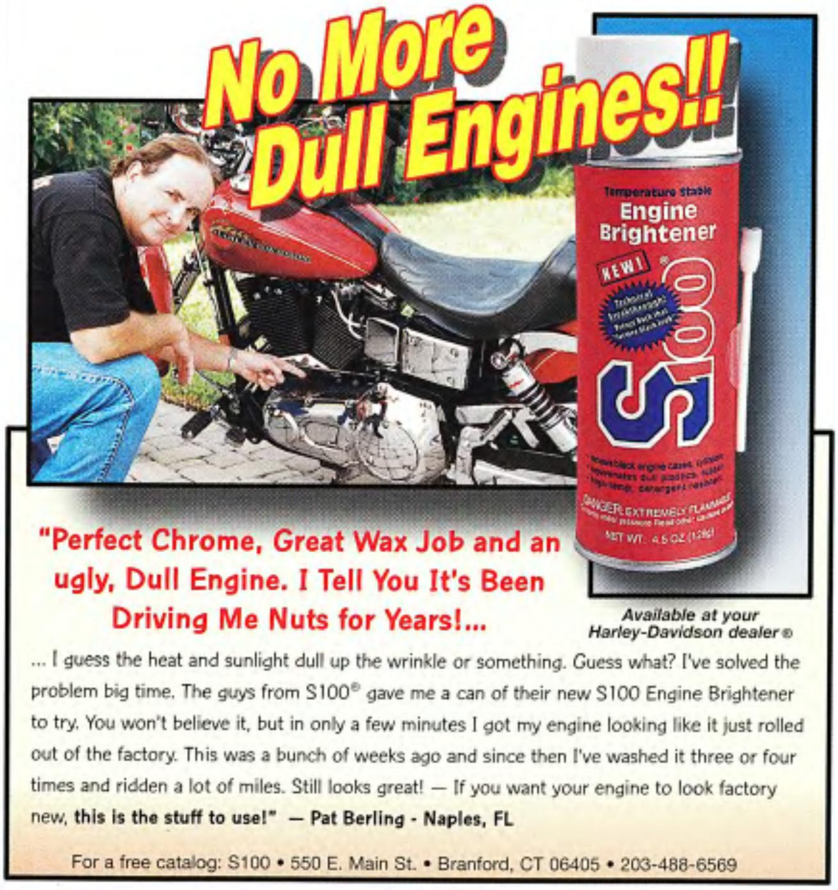
So what does it take, besides the obvious matter of appropriate funding, to campaign what is arguably the best appearing Fuel Harley on the "other" side of the Pond? Well, it certainly helps that the owner/builder/rider has his own workshop and the know-how to put together a mechanical package that's capable of running sixes along with big terminal speeds.

But there's also a lot of credit going to the team as a whole. His wife, Ann-Britt, daughter, Viktoria, and Viktoria's boyfriend Christian Merlid all play an important role in team Karling. Anders readily admits, "I simply couldn't have reached this level without the able assistance of those mentioned. Christian is an excellent Harley mechanic in his own right and has worked at Pro Bike assembling engines for about five years. He has also crewed on the Top Fuel cars of Norway's Oyvor Jacobson and Sweden's Peter Lantz, so I feel he is well versed in nitro matters."

Anders also received valuable advice regarding the ins and outs of running blown nitro from fellow bikers Rob van Geffen and Gerard Willemsee. But when all is said and done, the impressive on-track performances of the quarter-mile sport's quickest supercharged, 2-cylinder Harley speak for themselves. Small wonder then that Anders "Charley" Karling's sharp-looking, aural-assaulting, self-built strip teaser is a fan favorite where and whenever it runs.

—Andy Willsheer





System Shock

RON SKOW'S SLICK SPRINGER

It's a Harley! No, really, it is. It's not raked, stretched, nor does it have a 230 fat rear tire (OK, so it has a 150 rear). Nope, this bike doesn't even have a seven-gallon, stretched gas tank ... but it does have a Harley title. And that was the whole idea behind building this Custom Springer. Owner Ron Skow wanted a good-lookin' custom motorcycle on a real Harley frame for show and go.

"I've had several Harleys in the past," Ron says. "Most began as basket cases that I'd put together, ride for a while, and then sell. In 1993 I had the chance to buy my first new Harley." But three days before Ron was to pick up the bike, he broke his right hand and had to have the bike delivered to his home in Venice, Florida. Skow remembers just standing in his garage with a cast on his arm, trying to figure out how he'd ride the

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bike without the use of his throttle hand. "My wife, Ann, said I was going into system shock because I couldn't ride the damned thing. The name sorta stuck for the bike."

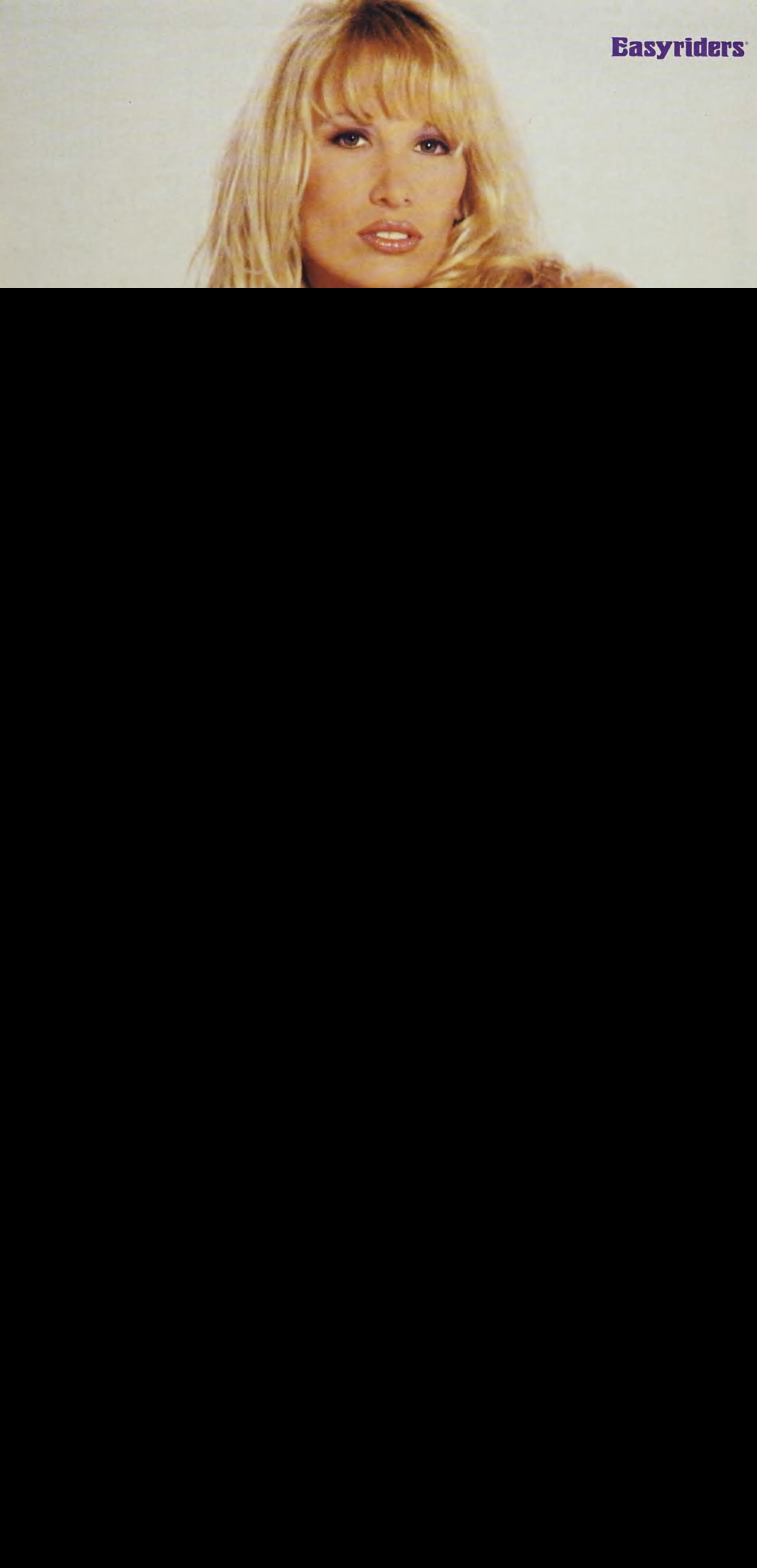
After about a week of looking, thinking, and bitchin', Ron went back to his orthopedic surgeon and explained his problem. The Doc also owned a bike and understood Ron's frustration, so instead of the cast he tried a new type of fiberglass splint on Ron. "It hurt like hell at first," Ron says, laughing, "but it did the trick and I could finally ride."

The bike stayed pretty much stock for the first few years with the usual changes to pipes, turn signals, etc. "Then I started fooling around with designs for the scoot on my computer," Ron told us. "I'd scan in all kinds of bike parts from bike magazines and put a package together that looked pretty good to me." Ron enlisted the help of bike builder Ernie Antonelli from Rossiter's H-D in Sarasota, Florida. Tom Francazi, a local street rod builder handled the paint and fabrication chores and Lynn Carson did the expert pinstriping.

While parts were out being chromed and polished, Ron started working on the look of the bike. He wanted long and low, not raked and stretched, so he used some customizing tricks to achieve the look he was after. Putting the bike in the weeds was easy with front and rear lowering kits, but the rest took a little doing. Losing the dash and adding a one-piece tank, lowering the headlight, and changing the handlebars, controls, and mirrors gave the Springer a more menacing stance. Long, upswept pipes and a low swingarm added to the illusion of long, lean, and low. After pushing, pulling, cutting, molding, fitting and refitting, and painting, System Shock was ready to rock.

"A friend of mine asked me how long this project took," Ron grins. "I just looked at him and said, 'I don't know. It's not finished yet.' Maybe it never will be."

—Phantom and Ron Skow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passin' gas

Little Timmy was down on his knees in the garden, filling in a deep hole, when his neighbor happened to peer over the fence. Curious as to what the youngster was up to, he politely asked, "Say, what're you doing there, Timmy?"

"My goldfish died," replied the rugrat tearfully without looking up, "and I just finished burying him."

"Oh, my, that's a shame," said the concerned neighbor. "But that's an awfully big hole for a goldfish, isn't it?"

Little Timmy gently patted down the last clod of loose dirt, then replied, "That's because he's inside your sorry-ass cat."

Morris the Cat
By the Mousehole

When the big-boobed waitress came to refill his coffee, Handsome Hank couldn't help noticing her high-riding nametag, which read "Teddie."

"Cute," he said. "So what did you name the other one?"

Mark Glass
Colo. Springs, Colo.

A group of senior citizens were gabbing away about their various ailments one day. "My arm is so weak I can hardly hold onto this coffee cup," said the first old biddy.

"Yes, I know," chimed in another bluehair. "My cataracts are so bad I can't even see well enough to pour my own coffee."

"Me, I can't turn my head because of this arthritis in my neck," added a third.

"My blood pressure pills make me so dizzy I can barely stand up," rang out another.

"Well, I guess that's the price we pay for getting old," observed the first, "but at least it's not all bad—we should all be thankful that we can still drive!"

Doc Tillis
Denton, Texas

Mad Mike was approached one afternoon by an insistent panhandler with a tin cup who ran up and pleaded, "Hey, pal, help me out, willya? I need $20 so's I can get laid." Mad Mike tried to ignore him, but the bum wouldn't let up. "C'mon, mister, gimme a hand," he pressed. "I haven't had any poontang in over a month!"

By now Mad Mike was getting pissed, and he growled back, "Look, you got a lot of nerve, buddy! If you wanted to get laid so bad, you shoulda gotten married."

The panhandler was shocked. "But then I'd have to beg for sex *every* night!"

The Midget
Staying Strong

Who Wants To Be A Millionaire?

Bro: "Hey, baby, how about a little sex tonight?"
Ol' lady: "No way—I got a splitting headache."
Bro: "Is that your final answer?"
Ol' Lady: "Yeah, final answer."
Bro: "Then I'd like to call a friend."

Joel Porter
The Web

Two newlyweds are walking home one night and, overcome by a sudden fit of passion, they start screwing like rabbits right up against their neighbor's fence. Suddenly the fence gives way and collapses with a loud crash.

Roused by the commotion, the neighbor comes hurrying out, takes one look at the fence and the amorous couple, and demands, "Are you two gonna pay for the damage?"

Embarrassed but still amused, the guy says to his young bride, "What do you think, honey? We go halves on the cost?"

"To hell with that!" she says. "I was pushing the other way!"

Terry W.
West Chester, Ohio

Bigfoot was riding home when a cop pulled him over. "I clocked your longhaired ass at 57 in a 55 mile-an-hour zone," the patrolman barked, giving the shaggy biker a disgusted look. "Hell, boy, you and your kind make me sick. You don't even look like you have a job."

"I got a job," said Bigfoot evenly. "I'm a rectum stretcher."

"A rectum stretcher, huh?" scoffed the cop. "And just what the hell kind of job would that be, boy?"

"Just what it sounds like," said Bigfoot. "People call me up and say they wanna be stretched, and I give 'em what they want. I start with a coupla fingers, then a coupla more, then the whole hand, then two. Then I pull it farther and farther apart until it's six feet across."

The cop, pondering this mental picture, asked dubiously, "And just what the hell does someone do with a six-foot asshole?"

"Usually," replied Bigfoot, "we give it a radar gun and a uniform, then we stick it by the side of the road."

DeeCee
Capitolizin'

Peaches and Rosie were comparing notes about their two ol' men. "No disrespect intended," said Peaches, "but your ol' man Bulldog is sure one ugly sonuvabitch—how'd you ever end up getting tied to the likes of him?"

Rosie explained, "Truth is, Bulldog won my heart at a poker run I went to, when I saw him win one of those three-legged sack races."

"Huh?" said Peaches. "What's the big deal about winning a three-legged sack race?"

Rosie smiled fondly and said, "My Bulldog won that race solo."

Joey
Palmdale, Calif.

Face it—everybody can use a good laugh now and then. That ain't to say you're gonna find one on these pages, but whatdahell, we hadda fill the space somehow, and you're at least bound to run into a gut-grabbin' groaner or two. Think you can do better? Prove it. Send us your best stuff. We'll pay $40 in hard, American cash for every knee-slappin' newie or moldy oldie that we print. Sorry, but contributions can be neither acknowledged nor returned. Send yer smilers to: Jokes, c/o Easyriders, P.O. Box 3000, Agoura Hills, CA 91376-3000, or e-mail them to us at PaisanoPub@aol.com.

Owner: ....Ron and Ann Skow
City: ....Venice, Florida

General

Fabrication:....owner and Tom Francazi
Year/make: ....1993 H-D
Model: ....FXSTS
Assembly: ....Ernie Antonelli/ Rossiter's H-D
Chroming: ....Elite

Engine

Year/model: ....1993 Evo
Rebuilder: ....Ernie Antonelli
Ignition: ....Screamin' Eagle
Displacement: ....80 cubic inches
Lower end: ....factory
Balancing: ....factory
Pistons: ....H-D
Cases: ....polished
Heads: ....H-D/Slinger
Cam: ....H-D
Carb: ....Dell 'Orto
Air cleaner: ....Dell 'Orto
Pipes: ....Chrome Specialties
Modifications: ....polished

Transmission

Year: 1993
Modifications: ....none

Paint

Molding: ....Tom Francazi
Painter: ....Tom Francazi
Color/type: ....kandys and pearls/ House of Kolor
Special paint: ....pinstriping by Lynn Carson, Dagger

Frame

Year/type: ....1993 Softail
Builder: ....H-D
Modifications: ....molded, TechnoPlus swingarm

Accessories

Bars: ....Carlini
Risers: ....custom
Handlebar controls: ....Ness
Fenders: ....custom
Headlight: ....Headwinds
Taillight: ....Custom Chrome, Inc.
Pegs: ....Legends
Foot controls: ....Legends
Electronics: ....Rossiter's H-D
Gas tank: ....Battistinis
Oil tank: ....Pro-One
Oil system: ....H-D
Primary cover: ....H-D
Seat: ....Danny Gray/Hoyts
Mirrors: ....OMP
Grips: ....billet

Forks

Type: ....Springer
Builder: ....H-D
Modifications: ....2 inches under

Wheels

Front

Type: ....Pro-One Storm
Size: 21-inch
Tire: ....Avon
Brake: ....TechnoPlus

Rear

Type: ....Pro One Storm
Size: 18-inch
Tire: ....Avon
Brake: ....TechnoPlus
Photos: ....Don Rogers

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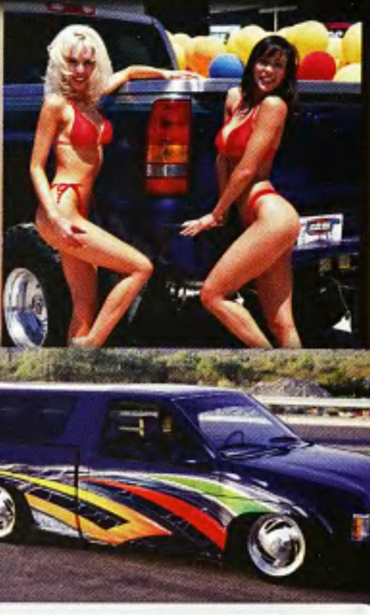

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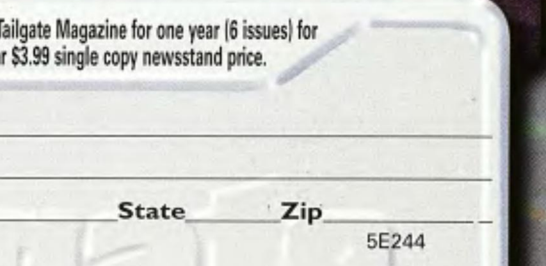

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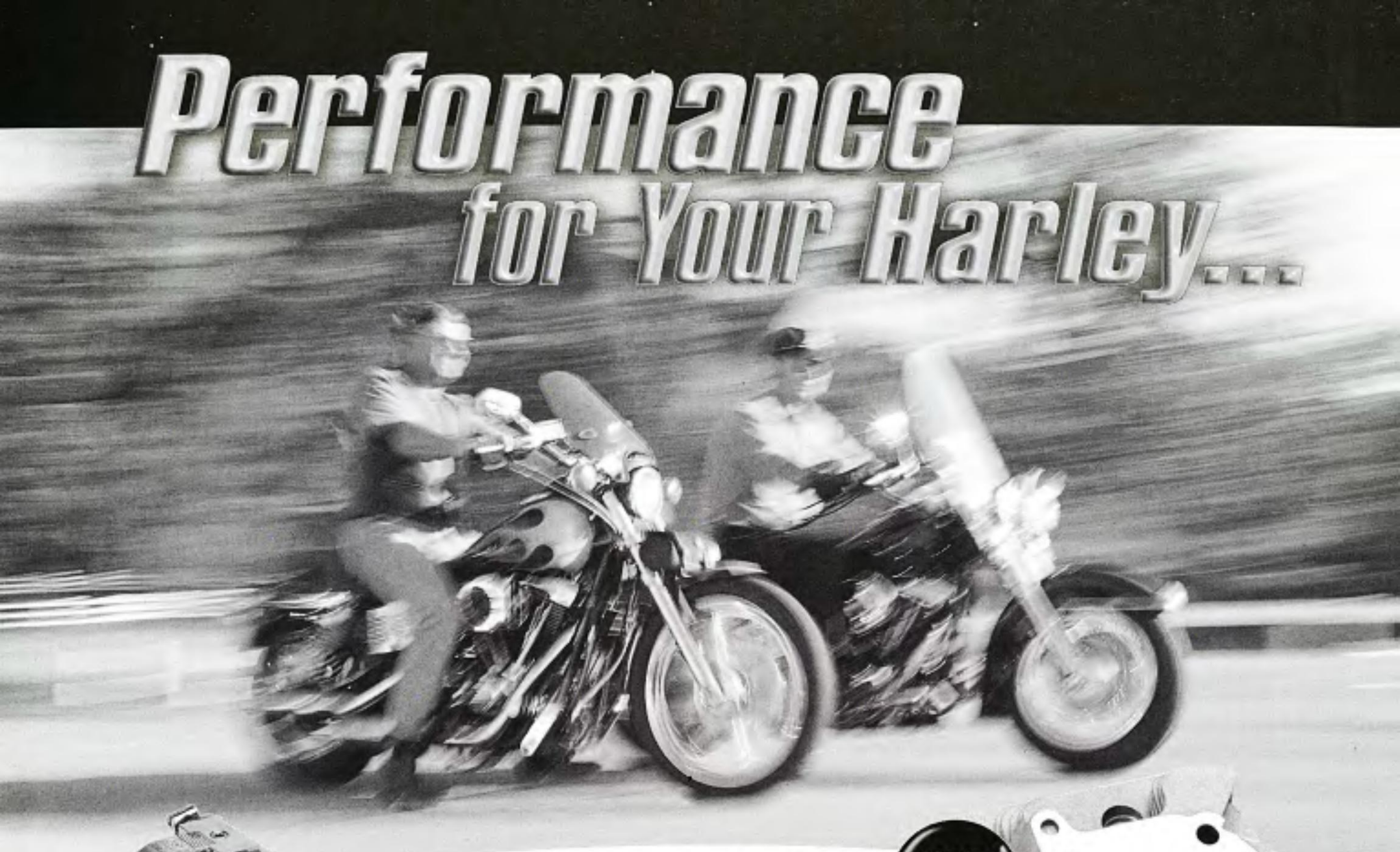

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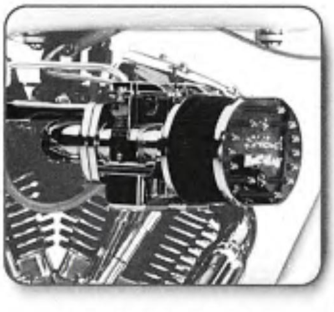
QwikSilver carburetors are getting incredible reviews from riders all over the country. One customer wrote, **"It's a new bike. Instant cold starts, power throughout the range and the acceleration in second can slide the seat right out from under me."** Features include: dual-venting system that minimizes the effects of altitude, flat-slide design for better throttle response and simple adjustability. Available for Shovelheads, Evo Big Twin, Evo Sportster and **now for Twin Cam bikes.**



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Easyriders wrote this about the Edelbrock Twin Cam bike with prototype heads: **"…the prototype heads are good for a maximum corrected torque of 102 ft/lbs. at 4,400 rpm and 98 hp at 6,000 rpm. Even better, the torque stays above 85 ft/lbs. throughout the entire rpm band! I aimed, twisted the throttle, and found myself shot onto the freeway like a bullet out of a gun. What was even more fun was how comfortable the engine felt at high rpm."**

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National Law Chart

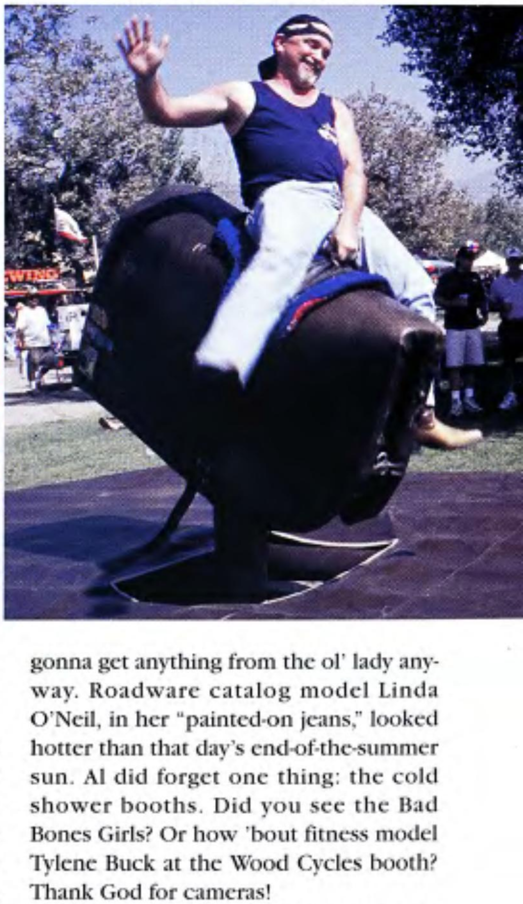
Neither Easyriders, Inc., nor the AMA assume responsibility for the accuracy of information included in this comprehensive chart. Every effort has been made, to ensure that the information is correct at the time of publication.

	No Helmets (over 21)	Helmet Law	State Funded Rider Ed	Eye Protection	Daytime Headlight	Passenger Seat	Passenger Footrests	Passenger Age Limits	Helmet Speakers	Mirrors (l, left; r, Right)	Periodic Safety Inspection	65 (or more) mph Speed Limit
Alabama		x	#		17	>	>			x		√
Alaska	☆	x-4		x-15	17	>	>		*	x (l, r)	x-27	√
Arizona	☆	x-4	#-12	x-14	17	>	>			x	x-28	√
Arkansas	☆	x-6		x	x-17	>	>			x	x	√
California		x	#-6,12		x-17, 20	>	>		24	x	x-27	√
Colorado	☆		#-12	x	17	>	>			x	x-27	√
Connecticut	☆	x-4, 9	#-4, 12	x-14	x-17, 21	>	>			x	x-27	√
Delaware	☆	x-1,2,5,9	#-4,12,13	x	17	>	>			x	x	√
Florida		x	#-6,12,13	x	x-17	>	>			x		√
Georgia		x	#-12,13	x-14	x-17	>	>		25	x		√
Hawaii	☆	x-1,4	#	x-14		>	>	23		x	x	
Idaho		x-4	#-6		17	>	>				x	√
Illinois	☆	#-4,12,13	x-9	x-17	>	>			x			√
Indiana	☆	x-4,9	#-12	x-4	x-17,18	>	>					√
Iowa	☆		#11,12		x-17,19	>	>			x		√
Kansas	☆	x-4	#-12	x-14	x-20	>	>			x (l)	x-27	√
Kentucky	☆	x-6, 31	#-12	x		>	>			x		√
Louisiana	☆	x-4	#-12	x-14	17	>	>			x (l)	x	√
Maine	☆	x-7	#-11,13		x	>	>			x	x	√
Maryland		x-1	#-4	x-14		>	>		24	x (l, r)	x-29	√
Massachusetts		x	#	x-9,14	17	>	>		*	x	x	√
Michigan		x	#-4, 12	x-14,16	17	>	>			x	x-27	√
Minnesota	☆	x-4, 9	#-4	x	x-17	>	>		24	x	x-27	√
Mississippi		x									x	√
Missouri		x	#-12,13		17						x	√
Montana	☆	x-4	#-12		x-17	>	>			x		√
Nebraska		x	#-12-13		17	>	>					√
Nevada		x	#-12	x-14	17	>	>			x (l, r)		√
New Hampshire	☆	x-4	#-12	x-14	17	>	>			x	x	√
New Jersey		x-1	#	x-9, 14	17	>	>			x	x	√
New Mexico	☆	x-1,4	#-4,12,13	x-14	17	>	>			x	x-27	√
New York		x-1		x	x-17	>	>		24	x	x	√
North Carolina		x	#		x-17	>	>			x	x	√
North Dakota	☆	x-1, 4	#-10		17	>	>			x		√
Ohio	☆	x-3, 4	#-4	x-14	17	>	>			x	x-27	√
Oklahoma	☆	x-4		x-14	x-17	>	>			x (l, r)	x	√
Oregon		x	#-5, 12		x-17	>	>			x	x-27	√
Pennsylvania		x	#-12,13	x	17	>	>		25	x-19, 26	x	√
Rhode Island	☆	x-3,6,8	#-11,12,13	x		>	>		*	x	x	√
South Carolina	☆	x-1,6		x-6, 14	x-17	>	>			x	x	√
South Dakota	☆	x-4	#-12,13	x-14	17	>	>			x		√
Tennessee		x	#-12	x-14	x-17	>	>			x		√
Texas	☆	x-6, 30	#-4		17	>				x	x	√
Utah	☆	x-4	#-12		17	>	>			x	x	√
Vermont		x-1	#	x-14	17	>	>			x	x	√
Virginia		x	#-12	x-14	17	>	>			x	x	√
Washington		x	#-4	x-14	x-17	>	>	22		x (l, r)	x-27	√
West Virginia		x-1	#-12,13	x	x	>	>			x	x	√
Wisconsin	☆	x-4, 9	#-4, 12	x-9, 15	x-17	>	>			x	x-27	√
Wyoming	☆	x-4	#		x-17	>	>			x		√
Washington, DC		x		x-14	17	>	>			x	x	

LEGEND:

☆ No helmets (over 21)
√ In effect on designated interstate highways
x Required by law
Available for all eligible applicants
* Prohibited to use or possess
> Required if carrying a passenger
1 Reflectorization required
2 Must have in possession
3 Required for novice riders
4 Required under age 18
5 Required under age 19
6 Required under age 21
7 Required under age 15 with learner's permit or for one year after obtaining license
8 Required for passengers
9 Required for instructional permit holders
10 Required under age 16
11 Required for first-time applicants
12 May waive skills test for successful completion of rider education
13 May waive knowledge test for successful completion of rider education
14 Required unless equipped with windscreen
15 Required unless equipped with windscreen that is 15" above handlebars
16 Required at speeds over 35 mph
17 Modulating headlight permitted
18 Required for vehicles manufactured after 1/15/56
19 Required for vehicles manufactured after 4/1/77
20 Required for vehicles manufactured during or after 1978
21 Required for vehicles manufactured during or after 1980
22 Prohibits passengers under age 5
23 Prohibits passengers under age 7
24 Single earphone only
25 To be used for communication purposes only
26 Required by inspection regulations
27 Random
28 Annual emissions, some areas
29 Upon title transfer
30 Over 21 exempt with proof of completion of riders safety course, or with proof of medical insurance in amount of at least $10,000.
31 Over 21 exempt with sticker— obtained from State after presenting DMV with proof of insurance.

All American Motorcycle



When you get a big reputation for putting on big events in the bike world, you gotta keep thinking big and be consistent.

Al Martinez thinks big and has the consistency of 90 weight oil. If there was a show on TV called "Really Incredible Heavy-Duty Dudes," he'd be on it all the time, I tell ya.

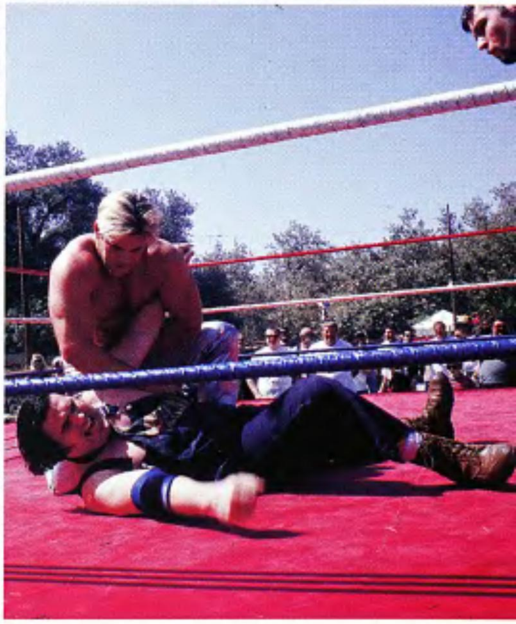
The second All American Motorcycle Show of this year was bigger, better, wilder, and mega happenin', with an attendance of 10,000-plus. Al Martinez Paint and Body and the family-run company known as Intershows Motorsport, Inc., have done it again. Held in Oak Canyon Park in Orange County, California, the show has a new location and a brand-new look.

The day of killer bikes and babes featured a park-like setting, great grub and suds, and more than a few surprises. A wrestling ring was set up so that the crowd could watch massive wrestlers mop up the canvas. For those not into full-contact sports, the mechanical bull ride was the hit of the day. Sure, ridin' that thing messed up your reproductive system for a few days, but after ogling and drooling all over Al's biker babes during the beauty contest and Easyriders Roadware fashion show, you weren't gonna get anything from the ol' lady anyway. Roadware catalog model Linda O'Neil, in her "painted-on jeans," looked hotter than that day's end-of-the-summer sun. Al did forget one thing: the cold shower booths. Did you see the Bad Bones Girls? Or how 'bout fitness model Tylene Buck at the Wood Cycles booth? Thank God for cameras!

By 10 a.m., bikers from all over Southern California rumbled through the scenic hills to arrive at Oak Canyon Park in Orange. The bands Blue Moon Fever and Mr. Lucky provided vintage tunes and blues for the riders and onlookers.

Is that burning rubber you smell or are

Show: BIG AL DOES IT AGAIN



you just glad to see me? Wheelworks sponsored the tire burner. Many manly men marched over to the red burnout barn and watched the clouds of tire smoke billow. You could also get your tire store coupons on the way out, 'cause, believe me, you'd definitely need a new tire after burning all your rubber off. A guy named Kevin won himself some cash and a tire.

Local ABATE chapter #19 hosted a slew of biker games, from the slow race to the ever-popular wienie-bite. Al Martinez Paint and Body displayed their own outrageous custom show bikes and innovative designs for the new millennium. The show bike competition near the main stage provided custom dreams for many a biker girl and boy.

Intershow's announcer Larry "Supermouth" Huffman and L.A. Radio 93.1's Uncle Joe Benson revved your motors once again; they're great guys to have around to get the crowd pumpin'. Come trophy time, Big Al had to part with his prized wooden eagle as the Promoter's Choice trophy; it went to those wild Road Boys from Miyagi, Japan for their radical chopper. Did Al really whittle that eagle himself? Bikini Biker Babes contest winners Jill Villaluna (1st), Linda O'Neal (2nd), and Avalon Anders (3rd) handed out the rest of the winning bike trophies. Easyriders' Phantom, Clean Dean, Krylon John, and the lovely Brenda Fox were on hand to provide inspiration.

Seems Krylon left his camera and bag in the vendor parking area for the thieving magpies to get after the show. But much to his surprise in today's world, Al's honest groundskeeper extraordinaire, Ms. Lynn Hart found it and turned it in that day.

Don't miss the next All American Bike Show, comin' your way in the summer of 2000.

—Pete Alva

Photos: Pete Alva

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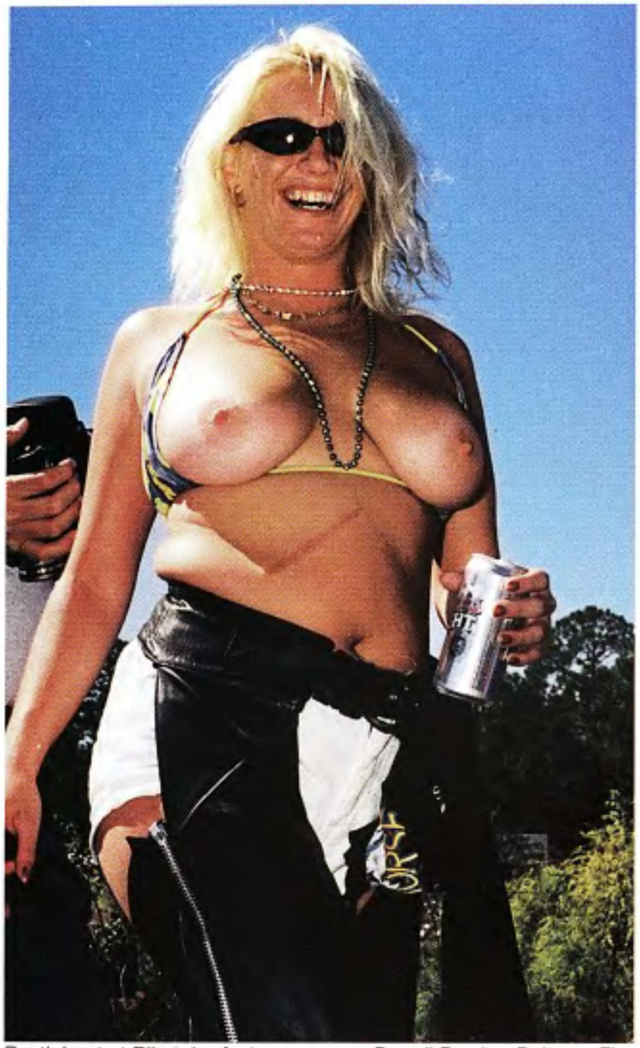
Good-time gals just lookin' for some fun.

—Ken Howard, York, S.C.

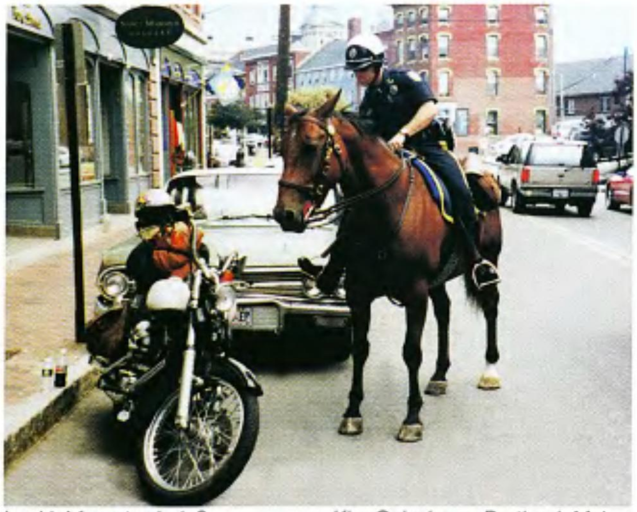
"Hogs and Frogs" of MAWTS-1 USMC, MCAS, Yuma, Ariz. —*Sent by Dan Brochu, photo by Marshall Paull, Yuma, Ariz.*



Bustin' out at Biketoberfest. —*Darrell Presley, Deltona, Fla.*

—*Rick Koury, Merritt Island, Fla.*

Charter member: Itty Bitty Titty Committee. —*Todd Leftwich, Canton, Mo.*



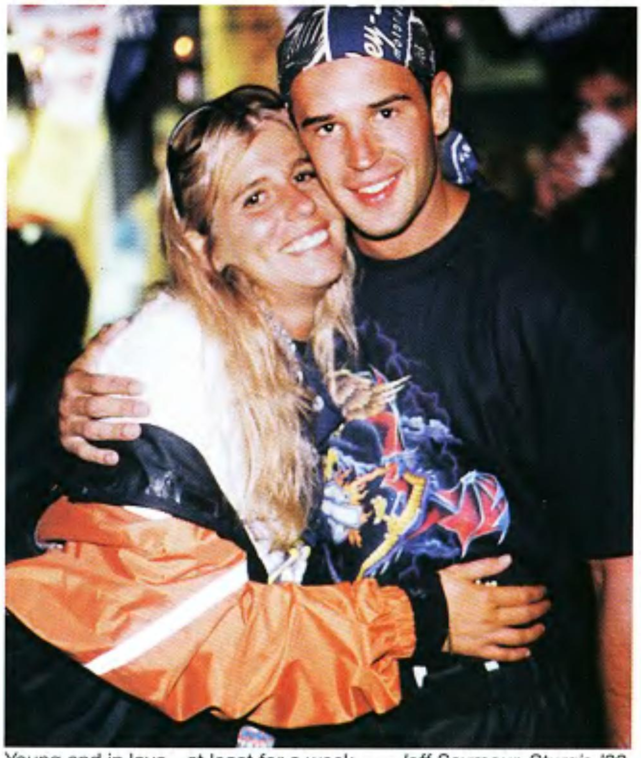
Lookin' for a trade-in? —*Kim Geiselman, Portland, Maine*

Main Street marriage. —*Fred Stoll, Daytona Beach, Fla.*

Strange Sturgis bedfellows. —*Roger Warford, Fort Smith, Ark.*

Harley hunters. —*Ed Kreise, Rich Esposito, East Hanover, N.J.*

Flyin' skull ride. —*Kim Geiselman, Pawtucket, R.I.*



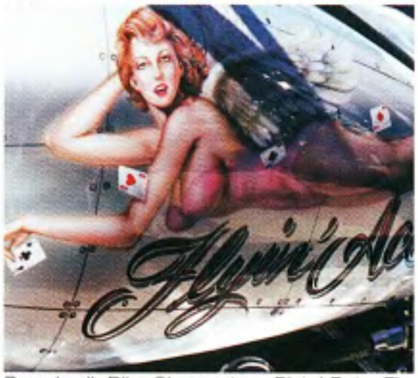
Young and in love—at least for a week. —*Jeff Seymour, Sturgis '99*

Basking in babes. —*Roger Sandor, Fla.*

Ouch! —*Peewee Grubb, Deltona, Fla.*

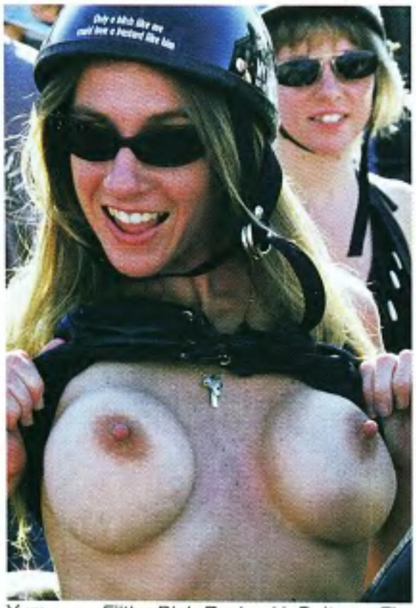
Mush fun, yah? —*Fred Stoll, Holly Hill, Fla.*

—*Lorraine Nardone, Lake George, N.Y.*

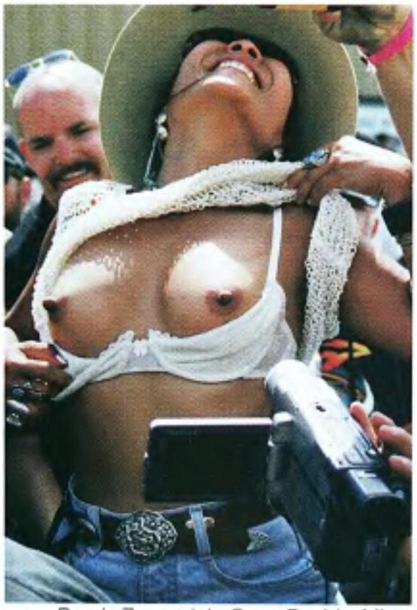


Boardwalk Bike Show art. —*Pistol Pete, Fla.*

Susan rides! —*Greg Compton, Hunt., W.Va.*



Yum. —*Filthy Rich Zuchoski, Deltona, Fla.*



—*Randy Zupancich, Coon Rapids, Minn.*

Mark & Donnie. —*Randy Cullen, Yuma, Colo.*

Each month, the best pictures our readers send us are printed here. We can use only good, in-focus, black-and-white or color prints (any size) and color slides (35mm, 2-1/4, 6 x 7, or 4 x 5). Whether it's the exhilaration of a dude and his chick flyin' down the road, the let-it-all-hang-out exuberance of a biker bash, or a hot babe showin' her stuff—these photos typify the fun, excitement, and freedom of biking. (Oh, yeah—we now pay $100 for every full-page color photo, $50 for half-page color photos, $40 for color photos printed smaller than half-page and $30 for each black-and-white picture printed.) Please label all the photographs you send to us with your name and address. Also, if you want your photos returned, please include a self-addressed, stamped envelope (SASE). So, mail your photos to: *Easyriders* In The Wind, P.O. Box 3000, Agoura Hills, CA 91376-3000.

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Wanna Play?

CHROME SPECIALTIES' "DOMINATOR" PUTS A FRESH LOOK ON THE OLD FOUR-SPEED FL

Mr. Lucky, Rack 'Em Up, and the Dominator (Chrome Specialties' "Dare To Dream" concept-bike trio) showcase three very different directions in customizing. They're going on the road this year, stopping and showing off at all the major bike events. They're worth a long, close look, and for a lot of reasons.

All the bikes were built right in Chrome Specialties' R&D shop and for the most part, they were all built right out of the Chrome Specialties catalog. The old bobber-bike of the '40s/'50s is represented by Mr. Lucky, a rigid with a springer front end, a little round oil tank, and a magneto. Rack 'Em Up evokes a classic '60s-era chopper, complete with six-inch-over front tubes.

And then there's this one, the Dominator, a retro/modern ride with a bad-to-the-bone, black-on-black attitude. While all three are four-speeders, the first two are built on rigid frames, leaving the Dominator to show what can be done with an older, FL-style bike.

Like many veteran bikers, Ed Martin, Chrome Specialties' president, had seen just about all the slicked-off and billet-filled Softails he cared to look at. He turned to his R&D shop manager, Ken Ward, for something different, something old-style but timeless, something that could be built today with a minimum of fuss. Ken and Chrome Specialties' R&D whiz Keith Ruxton hit the shelves running.

While obviously a swingarm ride—just look at the shocks—the Dominator also has a modern, Softail look going on, thanks in large part to the extensive use of black powdercoating front to back and top to bottom. The bike is based on a new, Jammer FL-style frame right off the shelf, but the ideas that Ken and Keith came up with are universal. Got a roached-out, dated FL resting in the back corner of the shed? This is what it can look like. The Dominator is basically an FL,

but running an FLST-style front end. Granted, there's some custom fabrication involved—touches like the directionals sunk into the rear of the fender struts that were cut to fit, or the special mounts for the Thermo-Tech wrapped exhaust and the SuperTrapp mufflers. But that's nothing any savvy home-wrench couldn't duplicate, and that was the point. The bike is simple-looking and simple to build. Being all black, it doesn't come off as a collection of catalog parts either, but, rather, as one flowing, badass whole.

Needless to say, Chrome Specialties is getting a big response with their custom trio. If you're interested, they've even printed up a "bill of materials" for the bike, listing each and every part used on and in it. And you won't be the only one interested, because the phones are already ringing off the hook and the mail department is going nuts melting sending out info. Remember though, these aren't bolt-together kits; some custom fabrication is going to be required. But it's minimal. For the most part, the Dominator is a Chrome Specialties catalog concoction. Who would guess it? And who wants to play? —*Joe Kress*

Owner: ....Chrome Specialties, Inc
City:....................Fort Worth, Texas

General
Fabrication:......Chrome Specialties
Year/make: ....1999 Special Construction
Model: ....Dominator
Assembly:........Chrome Specialties

Engine
Year/model:.....................1999 S&S Evo-style long block
Rebuilder: ....S&S
Ignition:....................Crane dual fire
Displacement:........96 cubic inches
Lower end: ....S&S
Balancing: ....S&S
Pistons: ....S&S
Cases: ....S&S
Heads:.....................................S&S
Cam: ....S&S
Lifters: ....S&S
Carb(s): ....S&S Super E
Air cleaner: ....Force Winder
Pipes: ....Thermo-Tech wrapped
Mufflers: ....SuperTrapp
Modifications: .engine blacked out

Transmission
Year: ....1999 Motor Factory four speed
Shifting: .Jammer forward controls
Engine sprocket: 24-tooth
Trans sprocket: 23-tooth
Wheel sprocket: ..Jammer 51-tooth

Paint
Painter: ....Chrome Specialties
Color/type: ....black/red
Special paint: ....powdercoating everywhere

Frame
Year/type: ....1999 FLH-style
Builder:..............................Jammer
Shocks: ....Progressive Suspension

Accessories
Bars: ....White Bros.
Fender(s): ....Jesse James
Headlight:...................................FL
Speedo: ....Jammer digital
Dash: ....Milwaukee Iron
Pegs: ....Spare Parts
Electrics: ....Chrome Specialties
Gas tank: ....Chrome Specialties
Oil tank: ....spare parts
Oil system: ....S&S
Primary cover: ....Carriage Works
Seat: ....Le Pera
Grips: ....Spare Parts

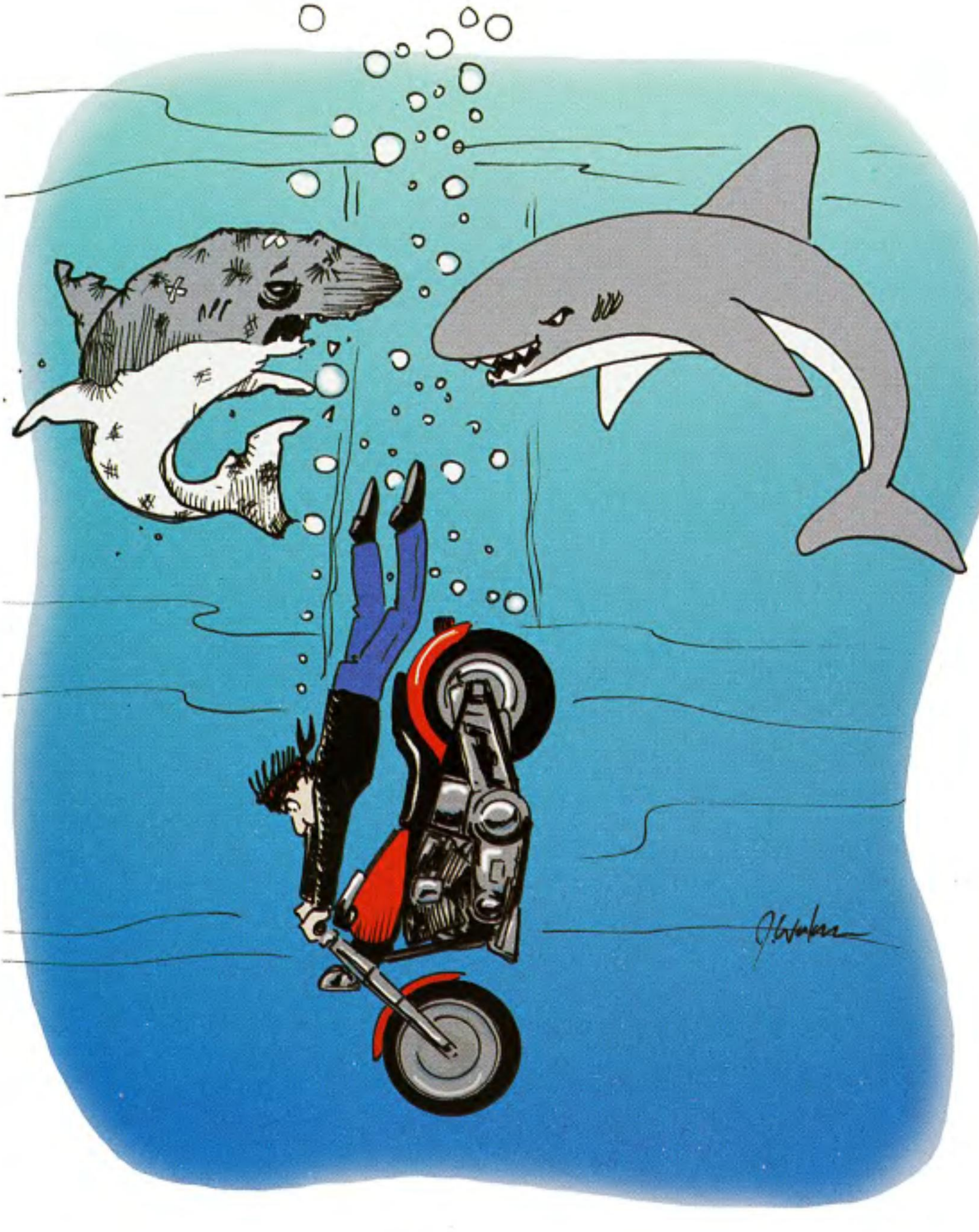
Forks
Type: ....FLST-style
Builder: ....Jammer

Wheels

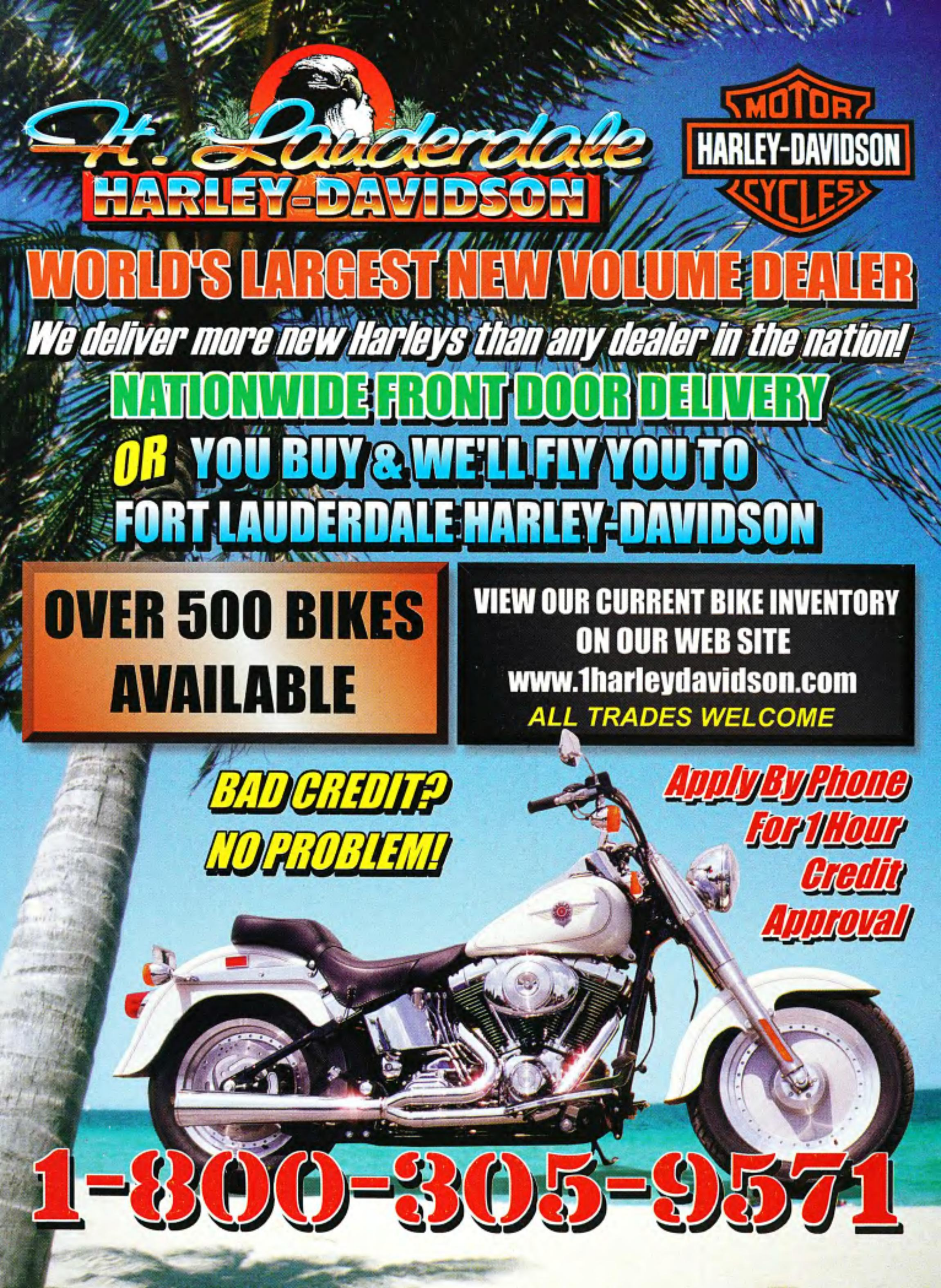
Front
Type: ....Carriage Works Cyclone
Size: 20-inch
Tire: ....Avon AM20
Brake: ....Carriage Works/GMA

Rear
Type: ....Carriage Works Cyclone
Size: 18-inch
Tire: ....Avon AM18
Brake: ....Carriage Works/GMA

Photos: ....Chrome Specialties



"No thanks. I tried one earlier. They're a little tough for my taste."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FoxHunt

Meet January's Winner

So there you are, sitting around a bike event, minding your own business, checking out the Bud Girls, when it occurs to you that the tall blonde one looks really familiar. Well, before you try that stupid line—"Haven't I seen you somewhere before?"—why not say, "Hey, you looked great as the January Fox Hunt winner!" But that's only gonna work if you're talking to Sheila, our January winner. You could try it on someone else, but it's gonna sound just as stupid as most come-ons. When she's not doin' her regular 9-to-5 gig as an executive assistant, you'll see her out and about in the great state of Texas, doin' local radio promo appearances and TV commercials, as well as the Bud Girl stints. Or, you may find her on the back of her ol' man's (yep, got married last month) '99 Road King. Before she walked down the aisle, though, we took off with her and sent her down to be wined, dined, and photographed by Florida lensman Don Rogers. As it was explained to the new groom, guys have bachelor parties, so we felt it was our duty to let Sheila have one last fling on us! Ya know, this job—along with a few other things—gets harder every minute. We can't divulge all the debauchery that took place in Florida, but we can show you how we teamed her with Raiko Hartman's photography of Doyle Granmel's '97 Special Construction on page 97. Maybe we'll start a new service around here. After all, we do perform test rides of bikes. Why not ...

—Sherwood O'Dunner

Amy-Wisconsin

#601

"It was a freedom I have never felt before. Now I can't wait to own my own piece of freedom."

Barbara-Washington

#602

"California, summer of 1978, on the back of my brother's Harley—that's where it all began!"

Rhonda—Pennsylvania

#603

"My first ride was when I was 14. I've been fascinated with Harleys ever since."

Samantha—Wyoming

#604

"My family is all bikers, so I've always been riding. I can't get enough of the thrill."

Sue Ellen—North Carolina

#605

"My first ride was actually on the back of the bike that was in the January issue of Biker magazine. I loved every minute of it!"

Wendy—California

#606

"The thrill of the road on both sides of me was great, but the vibration of the big V-twin was just too much to try to describe."

FoxHunt

Ladies, make $500 by being selected the winner and modeling for an *Easyriders* feature! Men, help pick the winner by mailing in your vote. It's up to you to decide which luscious lass gets to share her wares with all of bikerdom in an *Easyriders* feature. So grab a pen and a postcard and vote!

OK, bros, here's a chance to share your favorite hardbelly with all of bikerdom on the pages of *Easyriders!* We're hunting for the best-looking, real-live, bike-lovin' babes to show their stuff.

It works this way—if your entry is selected as the monthly winner, you get $150 for sending in the photo; the cutie gets $350 for modeling at our studio or choice of location. (Girls, send in your own photo and grab the whole $500!) We'll even throw in round-trip airfare and deluxe accommodations at a hotel Spider doesn't know about (or isn't allowed into) and maybe—just maybe—even a ride on one of our Hogs.

The contestants are selected by our lecherous staff, and the winner is determined by your votes, based on how many votes are received in the mail during the voting period.

Final judging will be based partially on the contestants' reasons—in writing—for wanting to pose for *Easyriders.*

Applicants must be 18 years of age or older to be considered. The following documents are required of each Fox Hunt entrant:

1. Entry photos must be topless. No Polaroids!
2. The release form on this page signed and a photocopy of model's driver's license.
3. A photograph of the model holding the signed release form and her driver's license.

Ladies, one last favor. In your own sweet, legible handwriting, please fill out the entry form and answer the question at the bottom of the page.

Photos must be color prints, or color slides—no negatives and no Polaroids. Send in more than one and let us decide. Sorry, absolutely no photos can be returned without a self-addressed stamped envelope (SASE); all published entries become the property of Easyriders, Inc.

Readers, exercise your God-given right as a biker and reader of this rag and vote. Simply write the name and number of the lady you like best on a postcard—or on the back of a sealed envelope—and mail it to #324 *Easyriders* Fox Hunt, P.O. Box 3000, Agoura Hills, CA 91376-3000.

For this issue you can begin sending in your votes May 1, 2000. The voting deadline for this month's crop of cuties is May 31, 2000. We'll print the winner in the October 2000 issue.

Here she is, bros, the February 2000 winner in our monthly Fox Hunt, Poppy #204, from Cincinnati, Ohio. See more of her next issue.

324

FOX HUNT
P.O. Box 3000,
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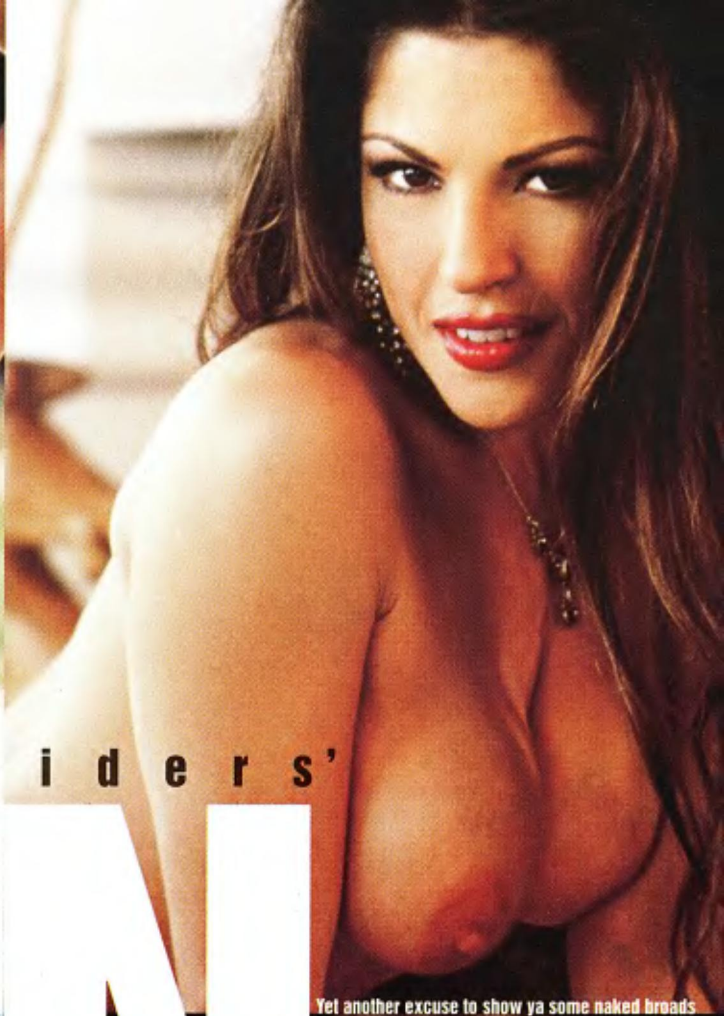
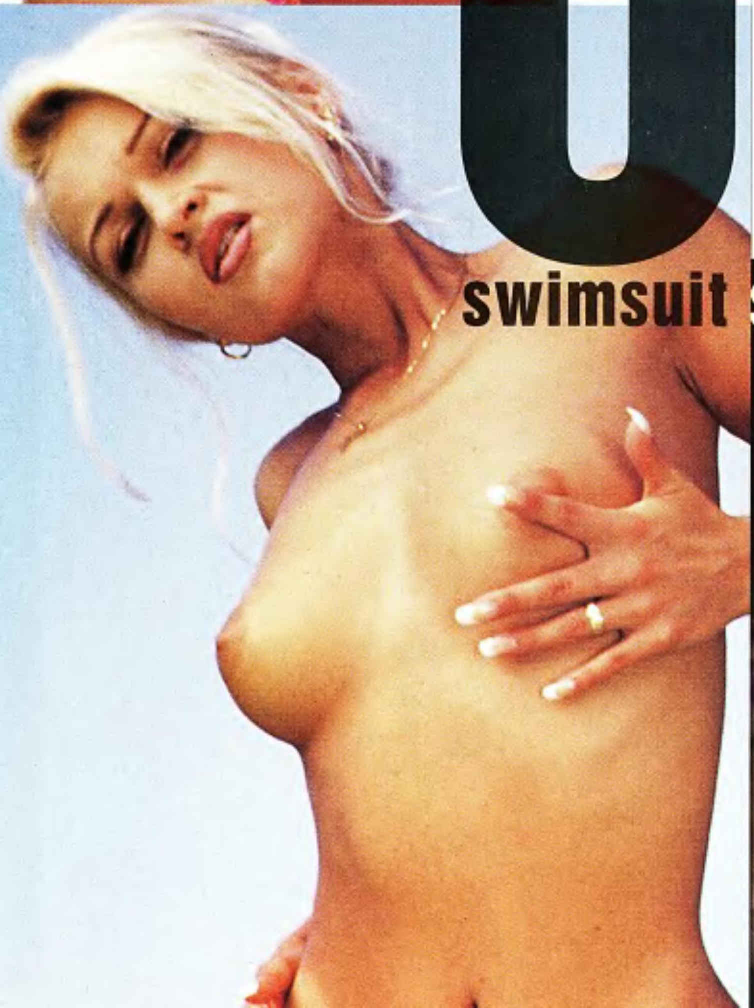


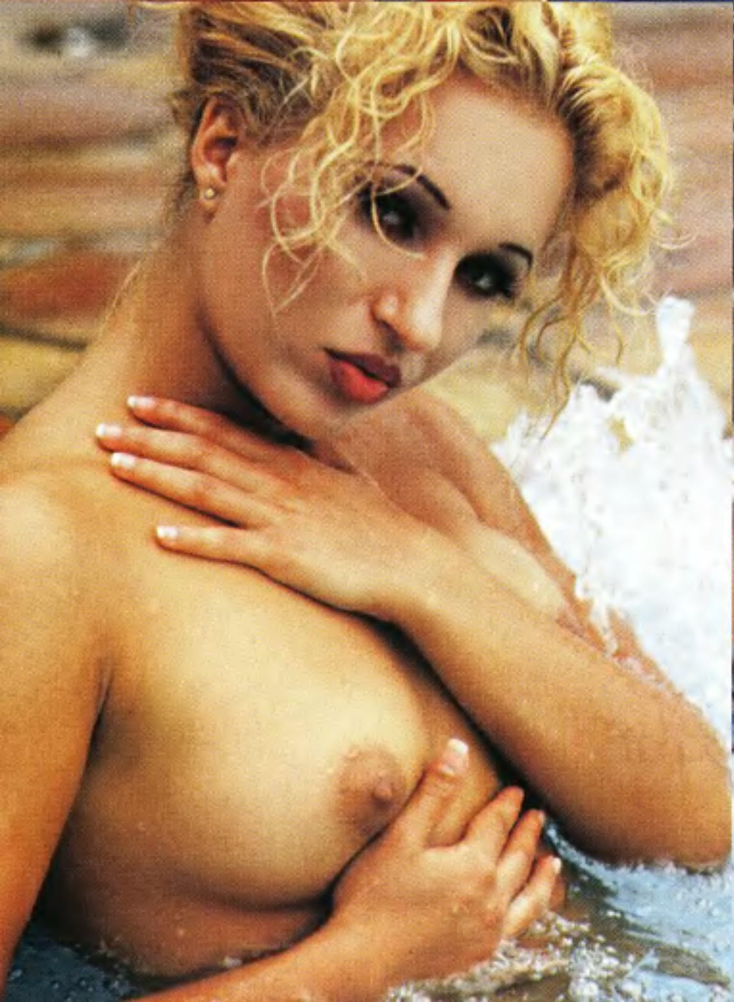
easyriders'

UN swimsuit spectacular

Yet another excuse to show ya some naked broads



Yeah, we've been doing this Un-Swimsuit Issue for a few years now, and every year we try to come up with some cute way to get women to shuck their jeans. This time around we've come up with a humdinger (actually, a hummer would be better)! The beautiful babes and hard-bellied hotties seen on these scorchin' pages come to us from all over the globe.



That's right, these woody-producin' high-protein tonsil-wash honeys come to us from beaches and bedrooms all over the world—thanks to our pals at Biker TV and the Bikes & Babes Network. Your part in all this? Sit yourself down with a cold brew and a jar of lube and go to town, bucko.

Ain't this a lot better than the ol' J.C. Penney's ladies' undies section? You bet it is! And if you want to see a lot more of these tempting and tantalizing tongue-ticklers, visit these and thousands more mouth-waterin', mammary-haulin', succulent Sally's at www.bikesandbabes.net. *—Jack Noff the Pirate*

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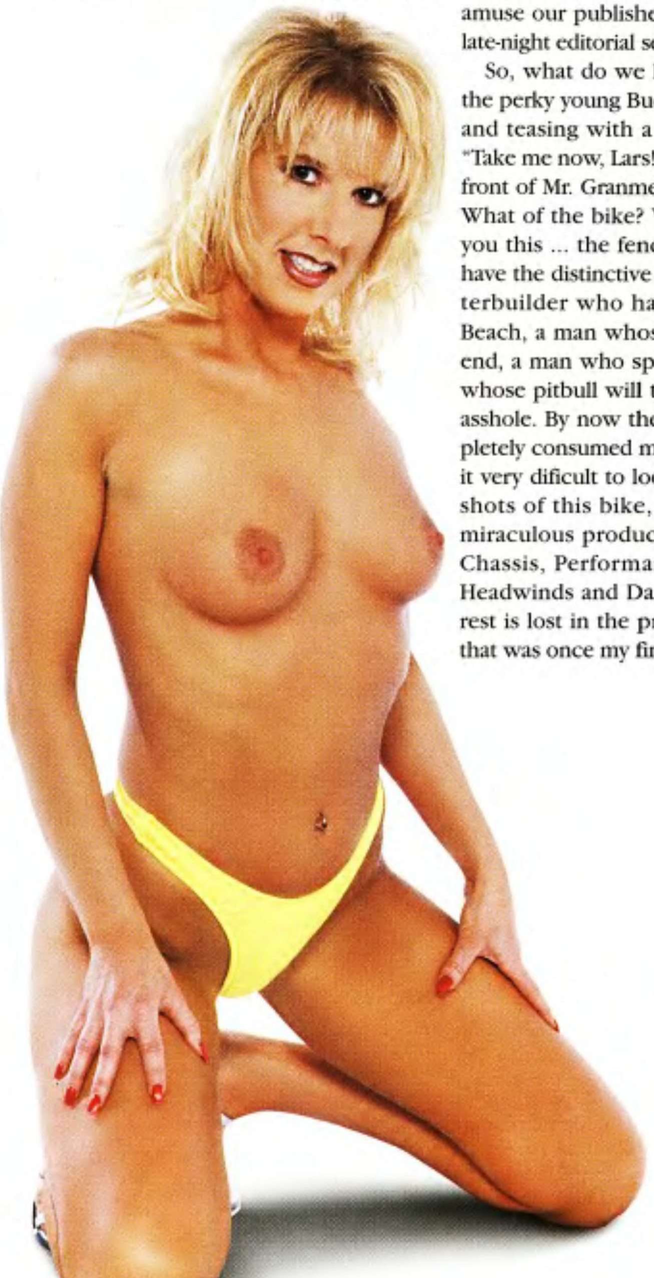
Bud Girl

SEXY SHEILA AND THE LONG LOST BIKE FEATURE

This is a weird job. There I was, trying to put my feet out before the fire reached my gonads when yet a bigger fire was thrown on my desk.

My hair immediately erupted in bright orange flames. It seems that the copy for this bike feature did not match the bike of this month's lovely Fox Hunt winner and I'd have to write *this* copy in 15 minutes. Stranger still, the white ride you see pictured with our ravishing Bud Girl (known as Sheila to those she allows to get close enough to ask) from the Lone Star State, was not in fact shot with Sheila sitting astride it. No, like some strange Harry Potteresque twist of plot in which you discover that the quiet eight-year-old girl is actually the insane murderer, we discovered this bike in a cobwebbed folder behind the desk of a former editor of this great magazine, a man known as Ming the Merciless. It looked innocent enough at first.



Even more curiously, the bike has no information or point of origin other than it seems or seemed to belong to one Doyle Granmel back in 1997. How then, you might plead with eys bulging in horror, did this bike get together with succulent Sheila?

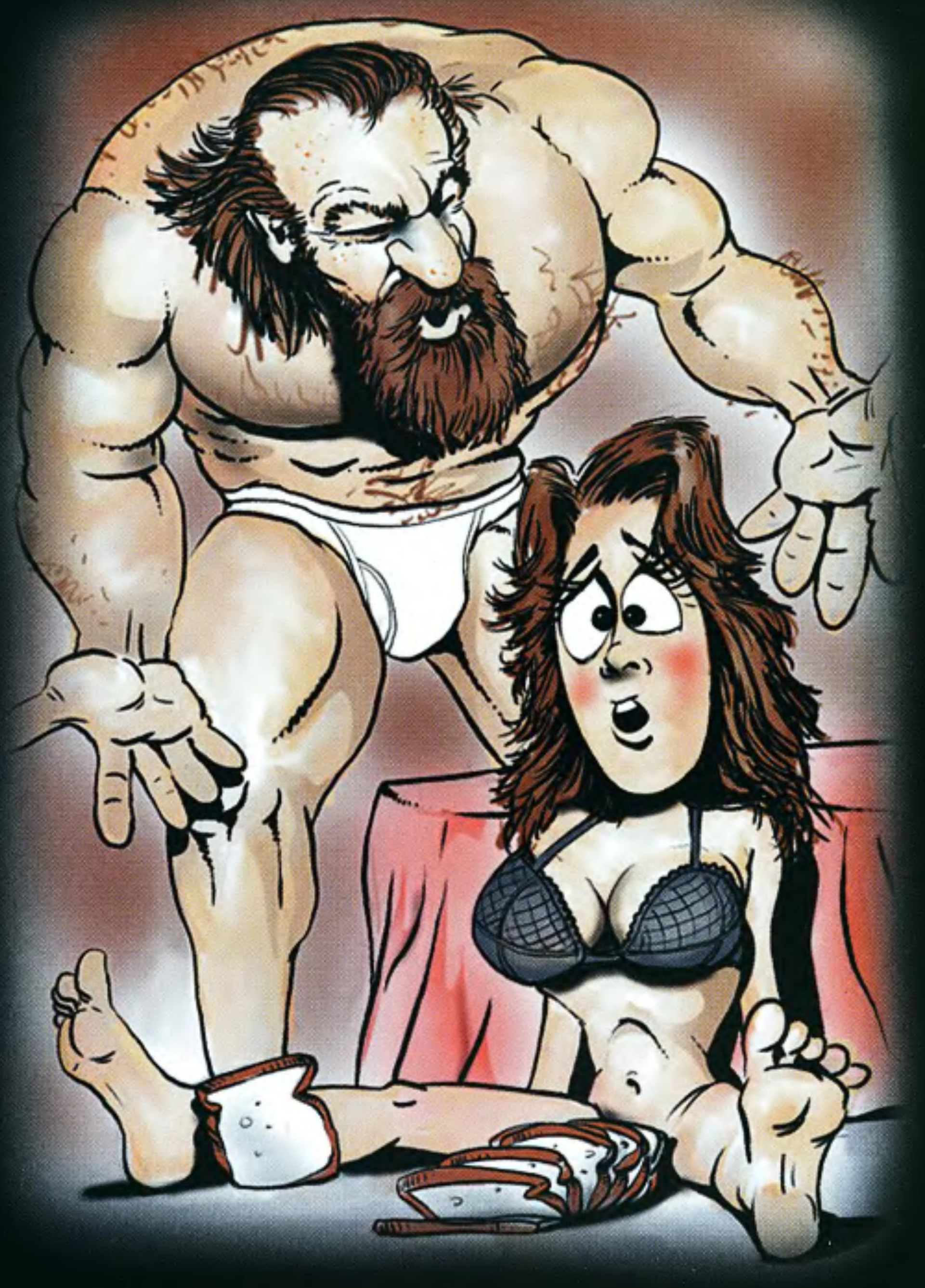
Ahh ... special effects, my dear friends. Yes, we admit that we took the photos of this long and lean pearlescent rolling sculpture and married it with our Fox Hunt gal using the miracle of modern computer imaging, which was designed by NASA for just this dark purpose. The very *same* technology that allows us to put President Clinton's head on the body of a crab just to amuse our publisher during those late-night editorial sessions.

So, what do we have? We have the perky young Bud Girl—smiling and teasing with a look that says "Take me now, Lars!"—preening in front of Mr. Granmel's prized putt. What of the bike? Well, I can tell you this ... the fenders and pipes have the distinctive mark of a masterbuilder who hails from Long Beach, a man whose name is legend, a man who speaks softly but whose pitbull will tear you a new asshole. By now the fire had completely consumed my head making it very dificult to look at the detail shots of this bike, but I can see miraculous products from Rowe Chassis, Performance Machine, Headwinds and Danny Gray. The rest is lost in the primordial ooze that was once my fine brain.

Photos: Raiko Hartman

Just as I was about to give myself to the sharp tongues of fiery death, the art director of this fine periodical came into my office, took one look at Sheila, and said, "Who cares about the bike, everybody's gonna be looking at the girl." Good point. My 15 minutes are up and case closed.

—Jeffery "The Dude" Lebowski



"How the hell did you get a yeast infection?"

Men are hunters, women are berry pickers

WE ALL KNOW THAT MEN AND WOMEN ARE DIFFERENT—**"DIFFERENT"** DOESN'T BEGIN TO COVER THE GROUND, **WE AREN'T EVEN THE SAME SPECIES.** IN FACT, WE'RE SO DIFFERENT I'M SURPRISED WE CAN BREED. **WHY IS THAT?**

The Genesis Of An Idea

One cold, windy day, as I stood on a street corner, waiting for my wife to pick me up, I began thinking uncharitable thoughts about the differences between men and women. She was 15 minutes late, despite having called from her office to say that she was on her way and would be right there. "Why," I thought as I stood there waiting, "can't women be on time?"

The answer leapt into my mind with that hard ring of truth, like a good wrench dropped on a cement floor. Women are berry pickers, while men are hunters.

Women And Time

Women are berry pickers. Berries are ripe in, say, August. August is a broad target. If you're going berry picking it doesn't matter if you get there today, tomorrow, or the next day. On any given day a bunch of the berries will be ripe; they aren't going anywhere, so you can take your time.

In their frequent tardiness, modern women are just products of the practices of their foremothers. They can't help it; they were raised that way.

Men are hunters, though. We have no such slack in our pursuit. We'd better be on the game trail at first light, for that is when the deer goes by. It won't wait around if we're not there, and we'll be hungry and cold because we dallied a few minutes too long in camp, warming our asses at the fire in the chilly dawn. Will we catch hell when we come home empty-handed? Does a Knucklehead leak? Women may not understand time, but they damn well understand empty-handed, and they're always ready to discuss your shortcomings! We can stand to be early, but we'd better not be late.

See how clear it is? We've each been conditioned to our roles by thousands of generations of ancestors, and we continue to respond to internal imperatives despite the fact that much has changed.

As I further pondered this, I wondered what other manifestations of behavioral differences the "hunter vs. berry picker" theory might explain. Little by little, a few more revealed themselves.

Talking Is Noise

I never knew a woman who didn't talk more than any man I ever knew. They'll talk about things in infinite, painstaking detail till a man's eyes glaze over. They will hit a subject from the north and south, then come back and cover the same ground from east and west. When they've exhausted that subject (if ever) they'll start over.

The concept of "companionable silence" doesn't exist among women. If two women are together and not talking it's not because they have nothing to say. It's because they're either angry or scared.

Why do they talk so, even when there's nothing to say? Think about it. Women out on the berry patch have to keep talking; it keeps the bears and snakes away! Silence in the berry patch can lead to danger. If you let up on conversation you might stumble up on a bear that didn't hear you coming.

On the other hand, men on the game trail want to come up on things that don't hear them. And they must sit around together and be quiet or the ducks won't come into the blind. The ability to sit still and be quiet is a virtue among hunters.

Two men can sit together for hours, never exchanging a word. Men, try that with a woman and she'll give you no rest. If you don't respond, she'll think you must be mad, and if you are mad, well then, she'll be mad too. First thing you know, you've gotten into trouble just by sitting there trying to be quiet, which, when you think about is, is what your mother used to tell you to do.

Why Colors Matter

Color is so important to women that they have names for colors that men can't even see, like fuchsia. If I said "fuchsia" to a guy he'd either punch me, or think I was telling him what I had for lunch at an Italian restaurant. A guy can get by with knowing the names of about six colors, and if he really wants to get precise he can modify 'em with "light," "dark," or "sorta." To a guy, a deer is sorta gray or light brown, a buffalo is dark brown, and fresh grass is green.

If you're a berry picker, color is important because it tells you something about how ripe a berry is. You can't just call a berry "red" and say that it's ripe; blackberries are red for long time before the juice runs down your chin when ya eat a mouthful. So if you're in charge of berries you need all sorts of in between words to cover the spread between red and whatever comes next ... fuchsia, for instance. If you doubt this, the next time you're in a store check out the lipstick rack and see how many of the colors are named after fruits and berries.

Women Shop; Men Buy

So you're in a store and your wife finds an item she's been looking for (and talking about) for weeks. She picks it up, then tries it on, and it fits perfectly. If you are new to this game you view the action through the lens of your own male thought processes, and think, "Hah! That was easy. She found what she was looking for, and now we can go." If you've been around a while though, you know what's coming.

What does she do then? She puts it back! She puts it back and says she wants to look around a little more. She goes to two other racks and four other stores in the mall. She tries on three or four other things indistinguishable (to a guy) from the first. Then she drifts on back to the first place and buys the one she picked out two hours before. Why? Because she can! Berries don't go anywhere. You can look at 'em, walk off and see if there are any better ones around, then come back with the reasonably certain knowledge that the first ones will still be there. You can't do that with a pheasant, though; try it and see what you have for supper—cold shoulder, more 'n likely ...

It seems clear to me that some of the fundamental behavioral differences between men and women, some of the things that drive us all crazy, have their origins in the traditional roles we have filled from the beginning of humankind. Hunters and berry pickers. That's just the way it is, and we'd better get used to it.

—Pilgrim

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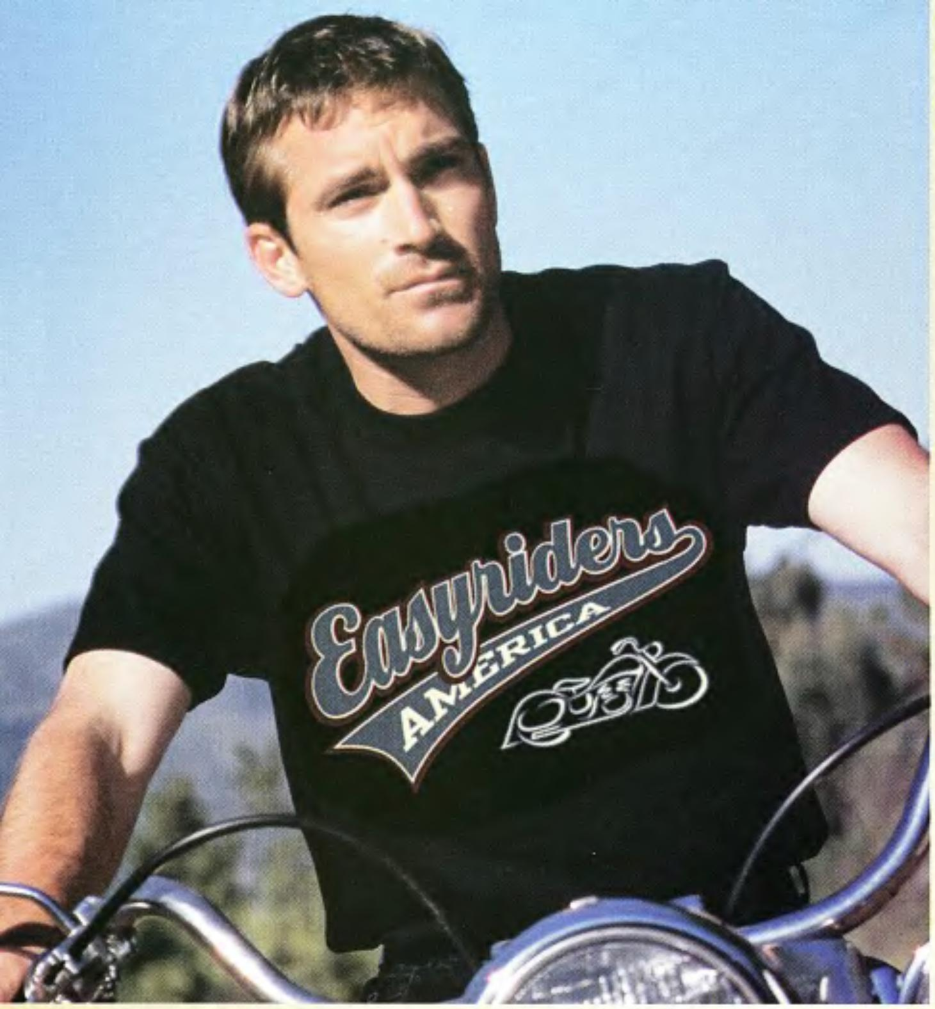

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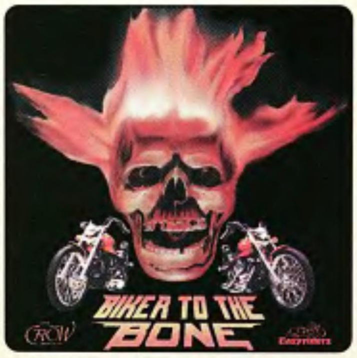

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49 States, One Summer, Two Wheels

TRUE FREEDOM ON THE OPEN ROAD

You're gonna do what? If I had a nickel for every time I heard that, I could buy a Fat Boy. That's what I usually heard when I told people that I was going to take off four and a half months (May 1 - September 7, 1999) and ride the 49 states on my Harley.

"What the hell do they know anyway?" I thought to myself as they would stare at me like a cow watching a passing train. I was about to set out on a trip that their minivan-driving asses couldn't begin to understand—an entire summer of solitude and, most importantly, riding!

Just a little background info. I'm a 34-year-old software engineer who got fed up with corporate life in Washington, D.C., and decided to do something about it. And do something I did. It took 18 months of planning, but in that time, I bought a '98 Road King, sold my house (and most of what was in it), and simplified my life. I didn't want to think about paying a mortgage, phone bill, electric bill, cable bill, or any other kind of damn bill. I warned all of my friends that there wouldn't be any postcards, phone calls, or letters. This trip was about the bike, the road, and me. I needed to get my head screwed on straight. It worked better than I ever imagined.

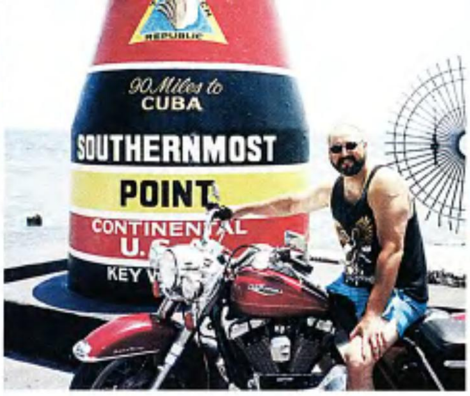
Despite all of my careful planning and preparation, May 1 rolled around and I had know idea where I was going. Well, that's not entirely true. I wanted to keep the trip spontaneous, so all I knew was that I would head south to Key West and as summer worked its way up the continent, I would follow it up to Alaska. Sounds cool, huh? Well, the ride out of town felt like taking that first step into the abyss. All I could think of was that I had no home and didn't know where I was going. Panic set in. "What the hell am I doing?" I began to wonder. I sounded just like all those naysayers I'd been listening to for the last 18 months. "Could they have been right?" The actual panic only lasted for about 20 seconds, followed by about an hour of self-doubt. Then I found myself on a road that I had never been on before, and all of a sudden panic and self-doubt were replaced by excitement and anticipation. I would repeatedly experience those feelings for the next 129 days.

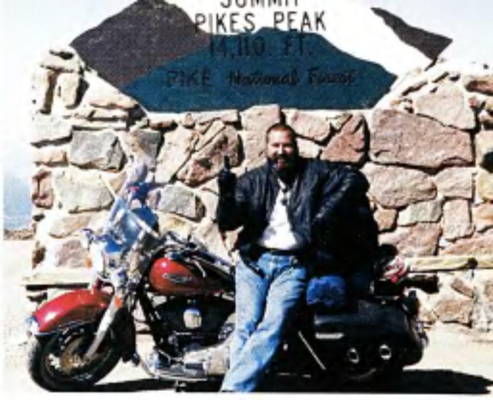
The first two weeks of the trip were the toughest. It takes time to get into the road routine and toughen up your riding "muscles." Learning how to set up my tent in less than two hours was also a challenge. But more importantly, I had to learn my own limits. I'm the kinda guy who likes to have plenty of energy left at the end of the day, so I can party with the locals till the wee hours of the morning. What's the use in riding for 14 hours if all you can do is collapse in your sleeping bag? Screw that. This is where riding solo comes in handy. Nobody else to please, answer to, or keep up with. The other side of the coin is there's nobody else to bitch at, blame, or rely on for support. I wouldn't have it any other way.

I was well on my way and having a great time. My handwritten list of things to see and do was serving me well and I was keeping a journal each night. But I realized that when I would think back to the past week's happenings, I really couldn't remember that much about the places and the sights. What I could remember were the people I met along the way. "That's what this trip's really about," I thought to myself. People, not places. What kind of people live in this great country of ours? Are they the people you read about in the newspaper, watch on *Cops*, hear about on the radio? Jeez, I hope not. But good or bad I was going to find out for myself.

I stayed off of the slabs (4-lane highways); in fact, of the 33,000 miles I logged on this trip, less that 1,000 were on interstates. The rest was on two-lane back roads—one great town after another, heaven on earth. I worked my way down the East Coast ...Virginia, North Carolina, South Carolina, Georgia. Everywhere along the way I was met by kindness and hospitality. It surprised me for two reasons. First, the majority of people in the D.C. metropolitan area are, um, less than friendly; and second, being 6-foot-5, 260 pounds with a shaved head and full beard, I sometimes look, uh, less than friendly.

But despite my appearance, even in full leathers, I was being greeted with a smile and a heartfelt hello. Everyone from the little old lady in the antique shop, to the gruff-looking short order cook in the greasy spoon would talk and talk. Once they found out what I was doing, they seemed to be amazed. Where have you been? Where are you headed? What's your favorite place? What do you think of our little town? Question after question. Some people would walk over and just want to shake my hand. Seems like everyone has a dream trip like this floating around in their heads. I was very lucky to be living





mine. Some of my favorite conversations were when old-timers would come up to me and say, "Yeah, I used to have an old (something-or-other) back when I was young. I used to ride the hell out of it. Sure wish I had it now, it would really be worth something." The more I thought about these stories, I realized that the old bike the guy was talking about really was worth something. It was worth all the great memories he still carried with him, memories of his youth, a more carefree time, his wild, younger days. That was the bike's true value, not some price tag hanging off the handlebars. Having this realization made me start looking at my Road King a little differently. I had adventures ahead of me; it didn't matter that the bike was dirty as hell and looked like shit. This was no glamour ride; just keep the maintenance up and relax. I was doing the same thing the old-timers were talking about: making my own memories, stories that I could tell in 30 years. I wasn't going to waste time polishing my spokes.

The farther south I went, the warmer it got. My devilishly clever plan was working. It was May 21 and I was in Key West. Not having stayed anywhere for more than two days, I decided to stop for a little while. Short day rides here and there kept me from going through withdrawals.

This was the end of the first leg. I'd gone to the southern most point of the continental U.S. and now I had to make a U-turn and head back north. Several days of travel led me up the panhandle of Florida, through Alabama and into Mississippi. Then it was on to Louisiana, Tennessee, and then Arkansas. I realized that I had been riding for a month now and hadn't run into a drop of rain. Little did I know that I was about to pay for the past 30 days of sunshine. The morning started out a little overcast, but as the hours pushed on, the clouds kept getting darker and darker. Like most bikers, I kept thinking I could outrun the weather and passed up numerous opportunities to put on my rain gear. If you don't already know this, I'll tell you. Rain gear only works if you put it on *before* it starts to rain!

By the time I pulled into a hotel in Blytheville, Arkansas, I had that wrinkled-looking prune skin—the kind you get when you sit in the bathtub too long—and an attitude to match. My boots made that squishy noise as I walked into the hotel lobby. The desk clerk didn't say anything, but I know a "you look like shit" expression when I see one. I checked in and squished my way to the room. As I was walking, a group of people under a gazebo yelled, "Hey! How's it going?" That's how I met Steve Hudson and his family.

It's funny how you meet people and bond with them. I ended up spending some time partyin' with the Hudsons, went to their family reunion of over 100 people, and had a damned fine time. We shared many laughs and good stories and I was genuinely touched by their hospitality. Besides, I got to eat the best damn barbecued ribs in my life. There would be many good times ahead on my trip, but this was one of those exceptional days that I'll remember for the rest of my life. Just goes to show you, even a wet and miserable day can lead you to a great experience. If it had been sunny the day before, I would never have stopped in Blytheville and met these truly wonderful people.

Back to the open road and to Missouri, Nebraska, and the 13th state in my trip, Kansas. Many people warned me about this part of the country. In a word: flat. There are seemingly endless miles of straight road that lull you into a riding coma. Then there are the hellacious winds that just wouldn't stop—at least 40-50 mph, and no matter which way I was riding, it always was blowing from the side. But Kansas has beautiful skies. Lots of people say Montana is Big Sky Country, and although that's true, it seems that the sky starts getting bigger in Kansas. If you were in a car, you'd miss all of it. Thank God for motorcycles.

Through Oklahoma and Texas, down to the Rio Grande, the desert was in bloom the whole way, replete with flowers and birds that I had never before seen. This was the life! Seems like no matter where I was I kept repeating that same phrase to myself. I spent a few days in Lajitas, Texas, a really cool little town that's home to the "World Famous Beer Drinking Goat." No kidding. If you don't believe me, go there yourself and try it. Just ask anyone in town to point you toward the beer-drinking goat. He's a local legend.

I followed the Rio Grande all the way to New Mexico. There were many sights and towns on my way to Roswell, New Mexico. I had to stop, just to see what it was like. I went into a little bar for some refreshments and when I came out, my rear tire was flat. Shit, first breakdown of the trip. It looked like a nail in my tire, but I knew better. It was a really a piece of an alien spacecraft, stuck right there in the wheel of my Harley-Davidson. Boy, wasn't I the lucky one! I was having my own little Roswell incident. With a little help from a local mechanic, and a lot of praying, I was back on the road in three hours.

Some of the most beautiful mountain scenery of the whole trip was in Colorado. I spend several days in and around Rocky Mountain National Park, where I got my first taste of snow (but not the last). From Colorado, I took a left into Utah, and then down to Arizona, spending 10 or 12 days in the Four Corners area. The riding is exceptional and I recommend it to anyone, just be sure to pack plenty of water. While in Arizona I played cowboy in Tombstone, stood on the corner in Winslow, stayed in a motel shaped like a dinosaur, and rode, rode, rode. The daytime temperatures were getting hotter and hotter (105-110 degrees). It felt like a hairdryer in my face. The faster I rode, the hotter I got—kind of like wind-chill in reverse. After figuring out what was going on, I kept it under 50 mph, which made daytime riding bearable. From Arizona, I headed to Nevada and Las Vegas.

From Nevada, I headed into California and had a great day in Death Valley until I got flash-flooded. When you're out in the middle of the desert and riding through muddy water up to your saddlebags, you have to stop and question your sanity. At the end of the day all I had to show for my

efforts was a filthy Road King, muddy pants, and a grin from ear to ear!

In California, I rode US 101 along the coast from San Francisco to Oregon, and Washington. The Pacific Coast Highway is beautiful ... no big hotel chains, no tourist traps, just miles of unspoiled coastline with a sprinkling of small towns. I wondered how long it would last. A strange thing about riding the Pacific Coast Highway: the fog rolls in off of the ocean at 5 p.m. At 4:45 p.m every day, like clockwork, you could see the fog out on the ocean. At 4:50 p.m. it was on the beach, and by 5 p.m. it was over the road. If I didn't make it to a hotel, I had to set up my tent right alongside the road because visibility dropped to zero. With the fog came an eerie quiet that was perfect for catching up on my journal or dreaming about the adventures yet to come.

From Seattle, I crossed the Canadian border into Vancouver, stopping at the tourist information center to get some good Canadian road maps. I told the lady at the counter I was headed to Alaska (the 24th state in my adventure). "Oh you're in for a beautiful trip!" she said. Just what I like to hear.

"About how far is it to the Alaskan border?" I asked.

"It's 2,300 miles" she replied.

I smiled at her and said, "You mean 2,300 kilometers, don't you?"

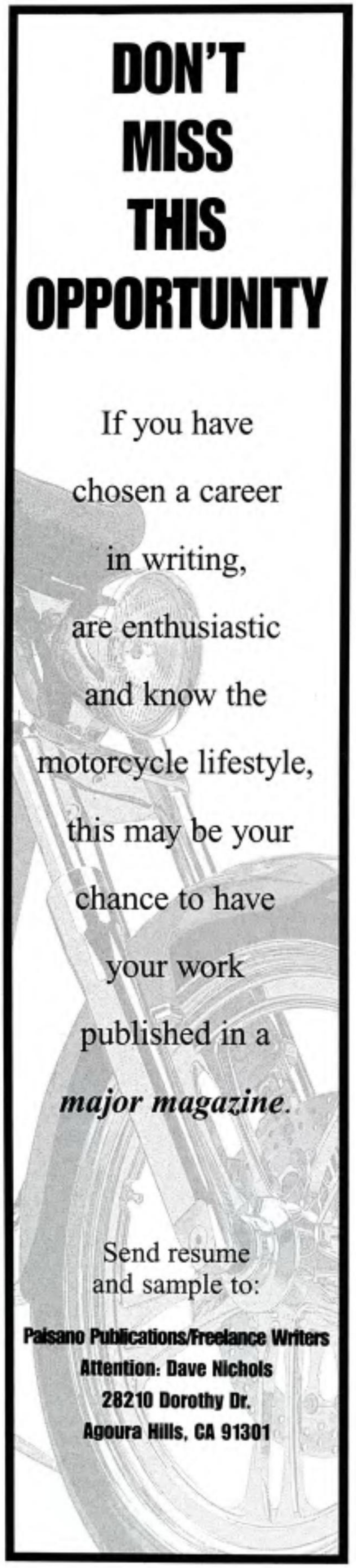
She smiled at me and said "No—2,300 miles." Holy shit! 2,300 miles before I would even get to Alaska. It was going to take at least a week just to get there.

British Columbia is an incredible place. You can lose your appreciation for natural beauty here because every square inch of this place is beautiful enough to be on a postcard. So the six days it took me to get to Alaska flew by. The Alcan Highway was really long, but not nearly as rough as it's made out to be. Harleys are outnumbered by those weird-looking BMWs that are half road bike, half dirt bike.

In British Columbia I met another Harley rider at a gas station. He told me his name was Les. I hadn't had a chance to share any of my experiences with another biker, and Les turned out to be a good listener. He also had good stories of his own. We ended up riding together for three days. In those three days we forged a friendship that will last a lifetime. We parted ways in Fairbanks. Les was heading south to visit some in-laws, and I was on a mission to the Arctic Ocean. I had no idea what was in store for me.

The road from Fairbanks to Prudhoe Bay is called the Dalton Highway. It is 436 miles of unpaved dirt and gravel. There are two gas stations on the road, which meant I had to strap a two-gallon can of gas on my bike, if I was to make it the whole way. My speed on the Dalton varied from 45 mph, to duck walking the bike through mud that was as slick as ice. About halfway up the Dalton, I entered the Arctic Circle—a big sign in the middle of nowhere. I took lots of pictures, while the mosquitoes had a feast. I wanted plenty of pictures to prove to my disbelieving riding buddies back home that I actually made it this far.

I continued north and crossed the Brooks mountain range in northern Alaska. It was snowing hard. Actually, the wind made the snow look worse that it really was, so I stopped for a while to decide whether I should turn around. By my meager calculations, I was about 125 miles from the Arctic Ocean. If I turned around now, I would probably never get another opportunity to see it. Keep in mind that



I hadn't passed another car or seen a human being in the last three or four hours. If I dumped the bike and got hurt, I was a dead man. What to do? What to do? One thing was for sure: I wasn't getting any warmer standing out in the snow. I pushed on and managed to roll into Prudhoe Bay at about 2 a.m. It took me 17½ hours to ride 436 miles, a neck-snapping 25-mph average speed. It's easy to ride for 17-plus hours in Alaska because, in the summer, the sun doesn't set until 3:30 a.m. With my last ounces of strength, I walked to the beach, scooped a handful of water, and baptized my bike with water from the Arctic Ocean. I set up my tent and collapsed. The next day I backtracked my steps on the return trip to Fairbanks.

After two great weeks in Alaska, I took a ferry to Juneau and another ferry back to Canada. Ever since my run to the Arctic Ocean, I felt like every mile traveled was taking me closer to home and to the end of the trip. I re-entered the U.S. in Montana, backtracked a couple hundred miles into Idaho, Wyoming, South Dakota, and Sturgis! Yup, the Black Hills Classic was in full swing when I arrived. I spent two days walking around in utter shock. After spending months alone on the open road, with no traffic and no noise, Sturgis was crazy! I had a fantastic time at the Rally, but the lure of the open road soon got the best of me.

It was on to North Dakota, Minnesota, Wisconsin, Iowa, Illinois, Michigan, Indiana, Kentucky, Ohio, and Pennsylvania (my 38th state). I stopped in every little town along the way and could write a book about the great people and places I encountered. I spent two and a half weeks on this part of the trip. A strange thing was happening: the miles per day kept going up and up ... 300, 400, 600 miles per day. I never had ridden like this before. I could really feel the time ticking away; my trip was drawing to a close and felt that if I just stayed on the bike, the trip would last forever. By now I really didn't care if I actually made it to all of the 49 states; I just knew I didn't want to go home. So I rode and rode, sometimes passing up things that I surely would have stopped to see at the beginning of the trip.

Blasting on to New York, Vermont, New Hampshire, and Maine, I was still hauling ass. I needed to stop and come to grips with the fact that I only had two weeks left. Two weeks! Just saying it made me shudder. Two weeks is the length of a regular vacation, and everyone knows how fast those go. I needed to get off the bike a find a good bar. As it turned out, I stumbled into the Lee Men's Club in Lee, Massachusetts (my 43rd state), and it was just what the doctor ordered.

I have been in my share of bars, but this one is world-class. First of all, it's a dive (my favorite kind of place), filled with great people and cheap booze. Everyone in this bar was a character, a true original. However, the icing on the cake was the barkeep, Wheels—part bartender, part comedian, part welcome committee, and all around cool guy. I left Lee, Massachusetts, with a new attitude and an acceptance that my trip was really going to end, but I'd be damned if I wasn't going to make the most of every second left.

Puttin' on to Rhode Island, Connecticut, New Jersey, Delaware, Maryland and West Virginia (the 49 state on my trip), I carefully spent my last two weeks on winding back roads on my way home, relishing every minute, every second, and looking back on the summer's adventures with a smile of approval.

All good things must come to an end, and well they should. If they lasted forever, they wouldn't be special. I'm not the same person who set out on that grand adventure on May 1. No, I'm quite different. Call it perspective, an appreciation for the little things. I know what it's like to walk into a cafe, frozen to the bone, and take that first sip of coffee and think, "This is the best coffee I've ever had." I know what it's like to have strangers welcome you into their homes as if you were family, and I know what it's like to have everything you own stuffed into two saddlebags. Things like that change you, forever.

I learned so many things this past summer about life and about myself. There are too many to list, but there are a few I'd like to pass along. Ninety-nine percent of the people in the United States are warm, caring people—not just in the South, West, North, or East, but all over. The America that bikers dream of is out there, everywhere. You don't have to ride Route 66, or follow a scenic guidebook. True adventure can't be found in a book or on a map; it's something you discover for yourself. Sometimes it's good, sometimes it's bad, but it's yours and yours alone; no one can ever take it from you.

Anyone can have a trip like mine. You don't have to take the summer off or sell everything you own. Just get on the bike and go; it really is that simple. Take your three weeks of vacation, put the ol' lady on the back, and leave the kids with the grandparents. You'll be glad you did. Ride loud, ride proud. *—Mark Yozie*

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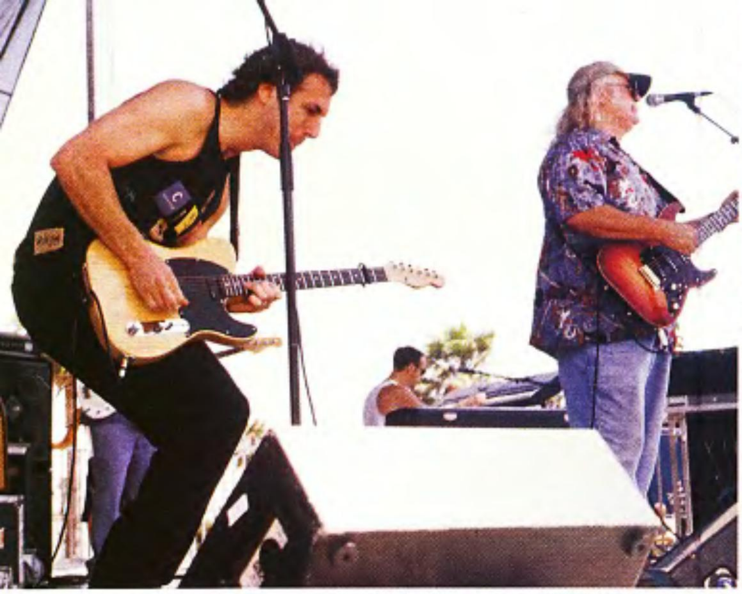

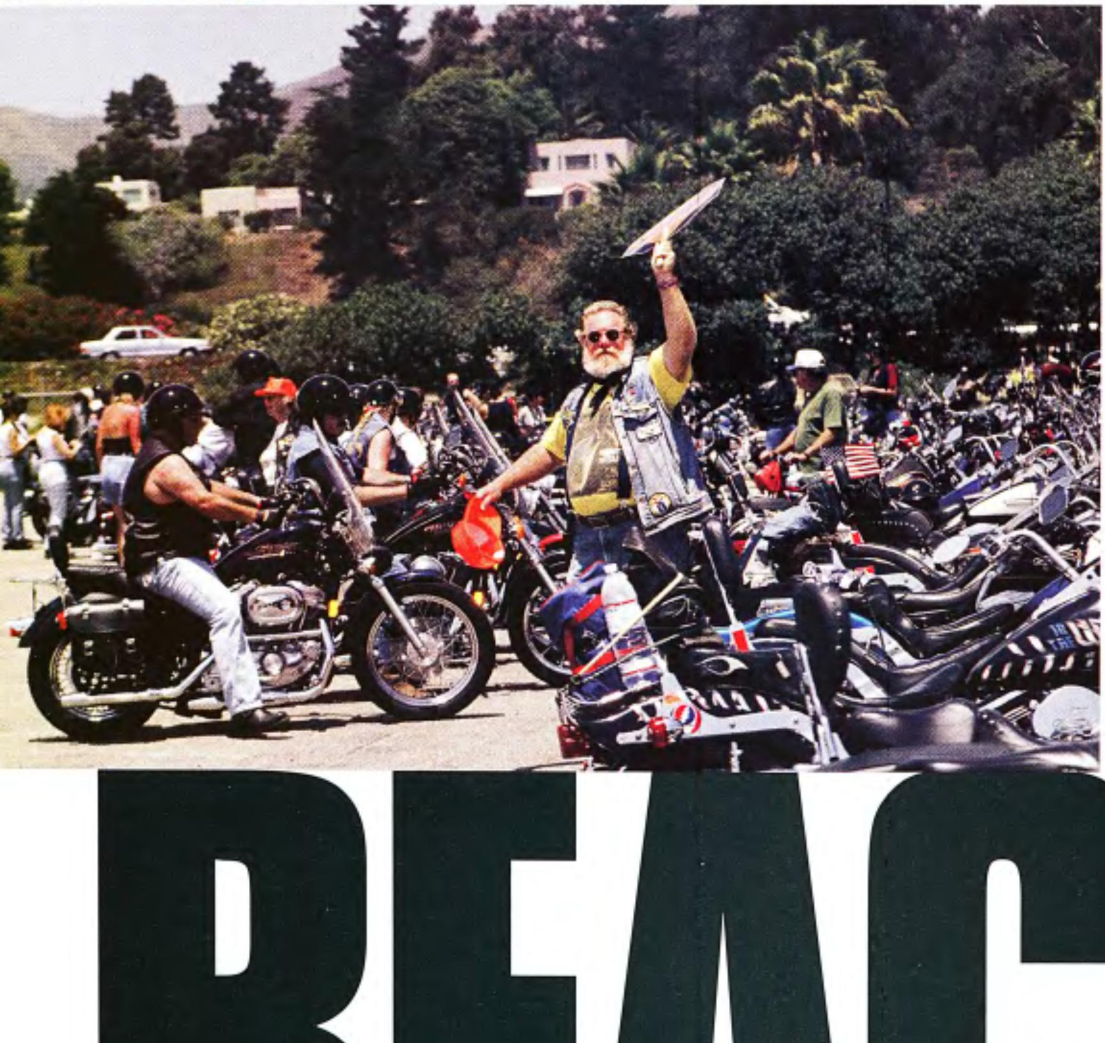

BEACH

RIDE

Unlike many other rides, this one guaranteed a breath of fresh air, and my lungs longed for it. Living in Los Angeles leaves them feeling claustrophobic. A long ride up the coast on July 11 was the prescription recommended by my doctor, and he surprisingly suggested the Beach Ride '99!

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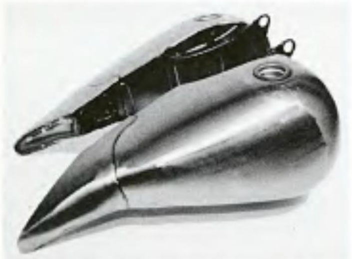

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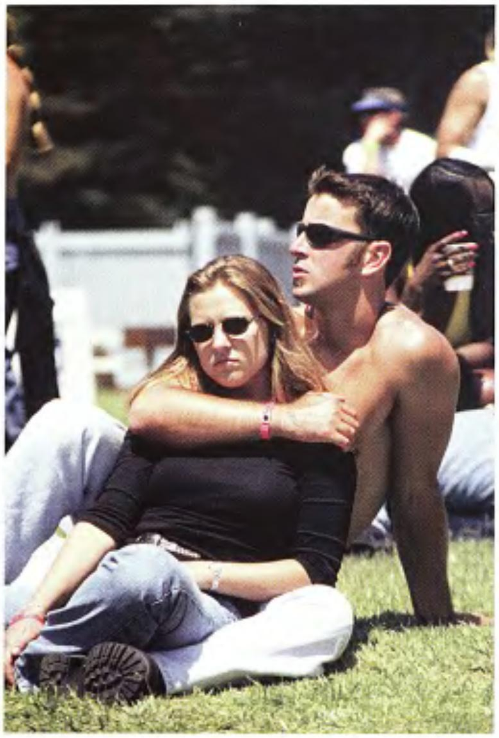

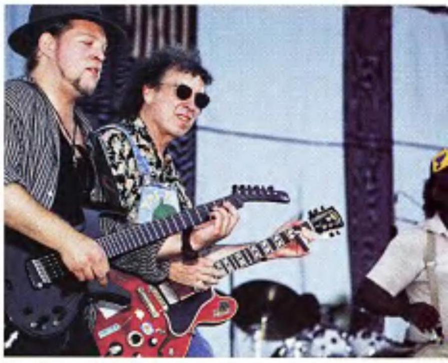

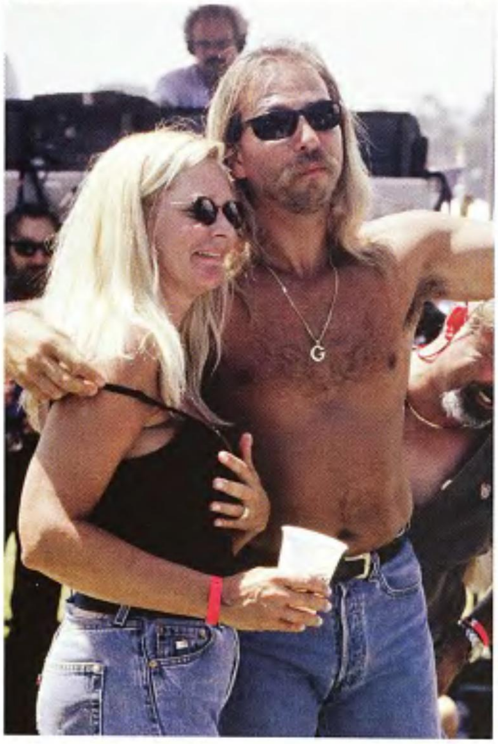

This was a tasty dose of medication not to be refused. Our ride to Ventura, California, featured perfect weather, not as hot as desert treks and not as cold as mountain canyon cruises. Just right. We reached our destination at San Buenaventura State Beach.

Five to seven thousand people showed up on the morning of July 11, 1999, to raise money for the Exceptional Children's Foundation. This 52-year-old foundation is one of the many large organizations that assist children and adults with developmental disabilities. The ECF holds events like the Beach Ride to get everyone together for a good time and a good cause. This was the eighth annual Beach Ride, and proved to be running stronger than ever. The Beach Ride of '98 raised $80,000. Arthur Naddour, the organizer of this event and the president of ECF, was in high hopes of beating that number.

The Beach Ride is a smooth blend of great music and great margaritas, mixed with bikers from all walks of life. People of all ages partied it up with fervor! Fathers and sons huddled around the dunk tank which featured rotating lovelies in white tees. Mothers and daughters roamed amongst the booths that carried everything, including unique jewelry and leathers. And the food! There was enough variety to satisfy every single person at the Ride all day long.

Larry Hagman started up the day's festivities with the National Anthem and introductions. Hagman is ECF's grand marshal and spokesperson. While everyone wandered the grounds happily, the Dave Mason Band graced the stage with an excellent performance. David Crosby played to the comfortable crowd, and Elvin Bishop joined up later as the day rocked on.

Aside from the music and the margaritas, the Beach Ride kept up its unique excellence by having a wide variety of biker events! A tattoo competition kept the rest of the crowd busy. Kevin O'Sullivan was this year's proud winner, sporting a fine set of dermagraphics across his bod. On his back was a huge dragon, his legs featured an Irish theme, and skulls crawled along his arms.

Meanwhile, raffles kept everyone on their toes and patiently waiting to find out who would win two round-trip airline tickets to Hawaii. Vendors also donated gift certificates and items for the raffle, including a clock from Custom Chrome and a bike alarm. A ride-in custom bike show took place, and a Mr. and Ms.

Beach Ride were crowned. This babe and stud, Tylene and Mariano, each took home trophies and a hundred bucks in cash.

Well, it turned out that this year's Beach Ride raised approximately $160,000! Next year's festivities are already being planned. So far, the Ride will take place on July 9 and will be held again at San Buenaventura State Beach.

Besides the Beach Run, there are two other events that are organized by ECF each year, which include the Home Run, a 10K and 5K run. There is also the Fukumaki Golf Tournament, which is held in October. To find out more about ECF and their events call (213) 290-2000.

— Lori Denman

Photos: Kim Peterson

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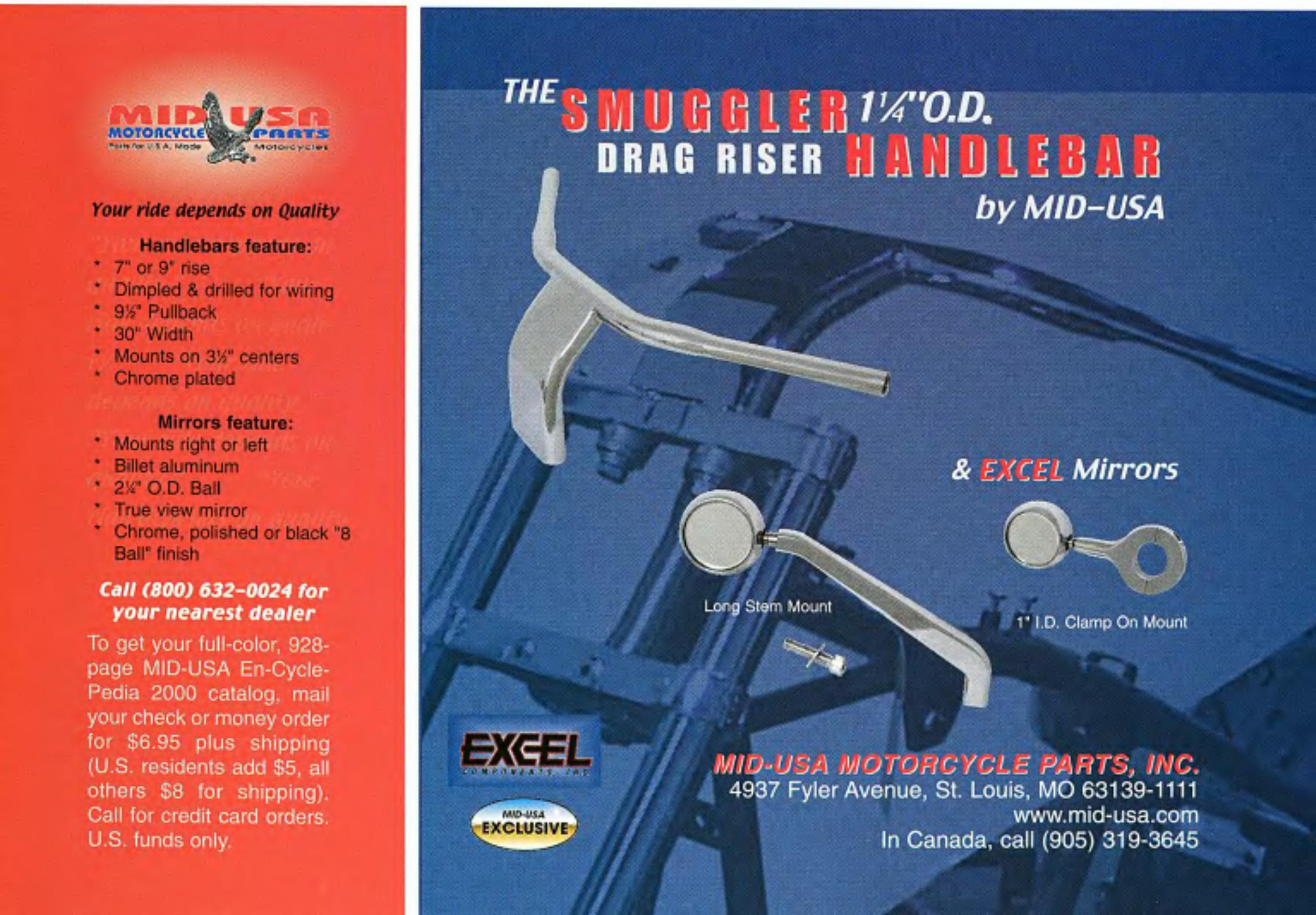

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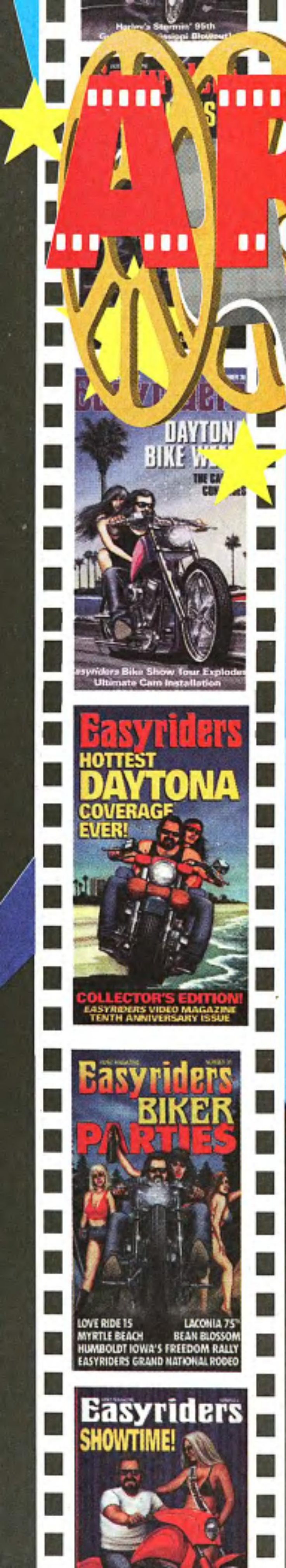

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- ☐ Video 11: Easyriders Rodeo '91 - Chillicothe, Oh, Baltimore Toy Run, NYC Run for our POW/MIA's, The Mating Game.
- ☐ Video 12: Am-Jam Tattoo Expo, Easyriders Rodeo Highlights, Ed Kretz. The Grateful Dead and Jimmy Wood and the Immortals.
- ☐ Video 13: Daytona '92, Laughlin River Run '92, Easyriders Bike Show '92, Bill Elkins, Andrew Dice Clay, Vintage Film Clips.
- ☐ Video 14: Redwood Run '92, Iowa Freedom Rally '92, Easyriders Rodeo '92 - Middletown, Antique Bike Races. Jimi Hendrix.
- ☐ Video 15: '92 Sturgis Special, Prison Bike Show, Easyriders Grand National Rodeo '92, Hooter Olympics. Burnt River & Jim Brady.
- ☐ Video 16: Sea of Blue Tattoo Show, Easyriders Invitational '93 Bike Show, Biker Fantasy. Music by Hell Hounds.
- ☐ Video 17: Daytona Bike Week '93, United Bikers of Maine Party '93, Drag Racing Action, Desert Fantasy, Flame Painting Tech Tip.
- ☐ Video 18: Harley-Davidson 90th Anniversary, Wisconsin Freedom Rally, Philly Toy Run, Senator Ben Nighthorse Campbell.
- ☐ Video 19: Easyriders Chillicothe Rodeo '93, Road to Sturgis, Tim Bauer Comedy, Lorenzo Lamas "Renegade".
- ☐ Video 20: Easyriders '93 Rodeo Grand Nationals, Mardi Gras w/Rip, Corbin's Fantasy Bike Wash, C.C.I. Pro Street Kit Tech.
- ☐ Video 21: Daytona '94, Easyriders Invitational Bike Show '94 - Columbus, Run to the Wall, Accell Fuel Injection Tech.
- ☐ Video 22: Laughlin River Run '94, Fashion Show, Mikuni Tech Tip, David Barr's World Tour. Music by Sleep Walkers.
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- ☐ Video 24: Florida Key Runs, Easyriders Rodeo Grand Nationals '95, Henderson Revival, Chrome Plating Feature, Micah McCloskey.
- ☐ Video 25: Daytona '95, Easyriders 7th Invitational Bike and Tattoo Show, Dave Mann Bike Wash, Crane Cams Ignition Tech.
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- ☐ Video 27: Black Hills Classic '95, Four Corners '95, Harley's VR-100, Aero Charger.
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- ☐ Video 35: Easyriders Rodeo Grand Nationals Rodeo - Chillicothe. Artistry In Ink Show - Anaheim. Oyster Run '97. Wetzel Blowout '97. Run For The Wild. Music by the Wolverines. Photographer Michael Lichter.
- ☐ Video 36: Daytona '98. Easyriders '97-'98 Bike Show Tour. Columbus Bike Show '98. Jims Valve Train Tech. Music by Steve Werner "The Zoo".
- ☐ Video 37: Harley's 95th anniversary celebration. Laughlin Run '98. Gulf Port Blowout '98. Primo Belt Drive Tech. Harley-Davidson VR-1000 Race Team.
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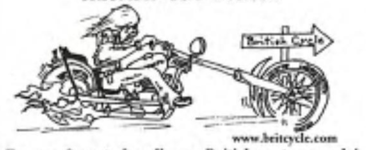

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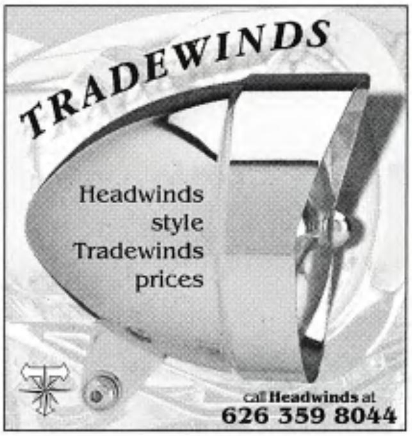

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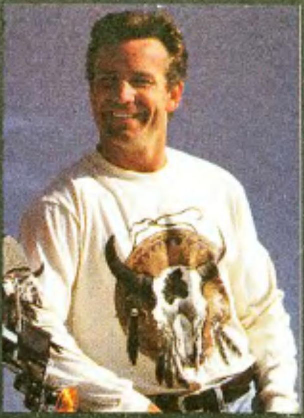

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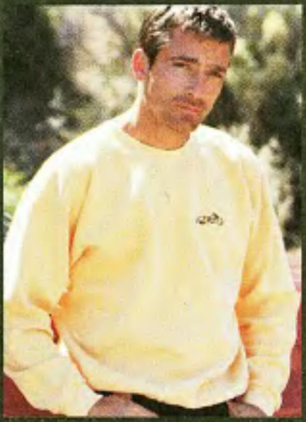

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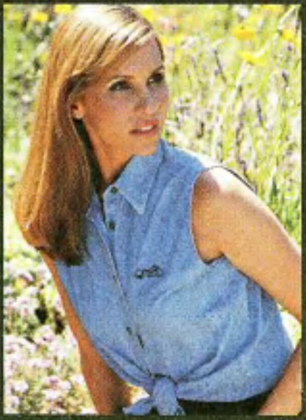
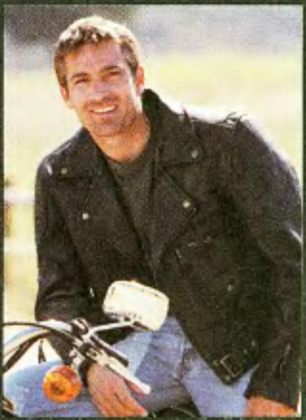

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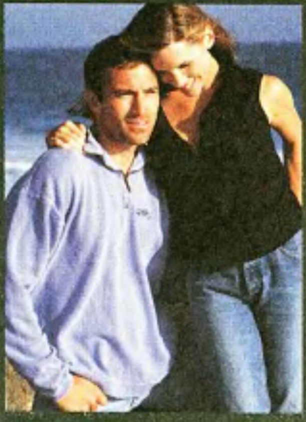
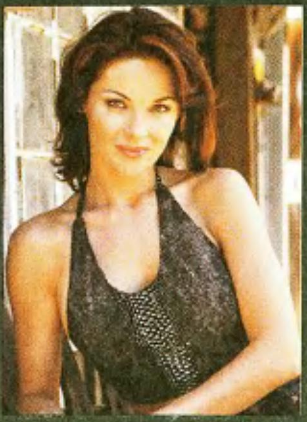

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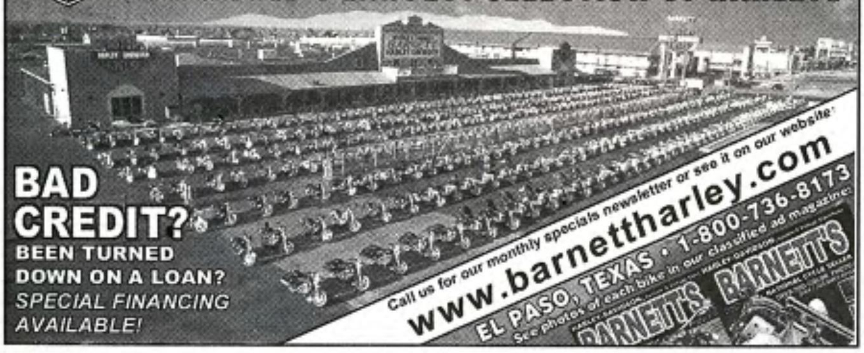

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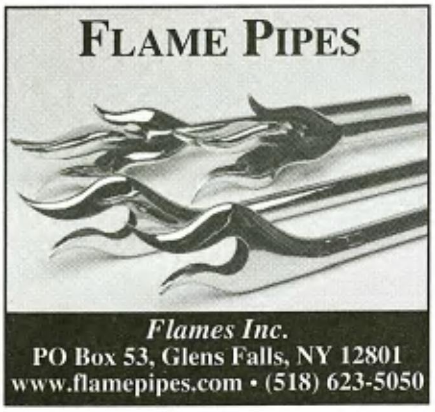

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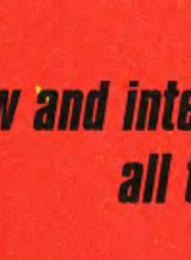

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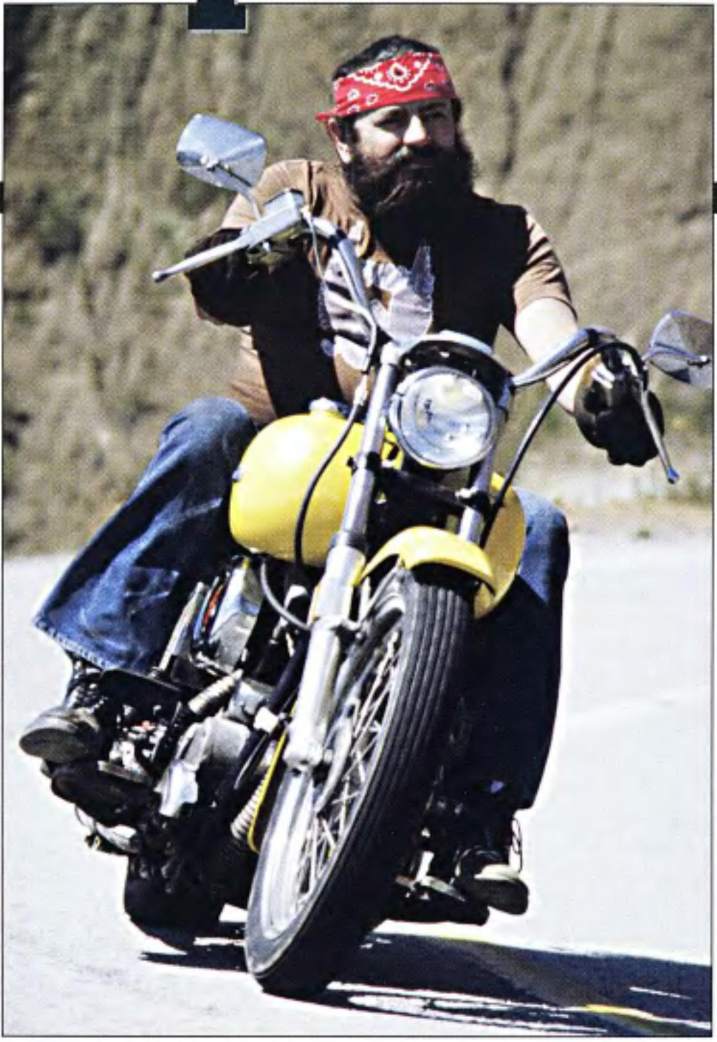
Rip



After a long and heroic fight with cancer, our good friend and roving editor died on February 18. Like everything Rip did in life, he was in control to the end. He didn't want a big funeral or even any services, just his immediate family—his wife, Patty, and daughters April, Stephanie, Becky, Laura, and Kristina—to spread his ashes over one of his favorite riding places. Rip didn't shut out his many brothers of the road though he knew the end was near. In typical Rip fashion, he threw a party! And bros came from near and far to say good-bye.

Rip joined the company in 1979, and from the beginning he always had an opinion on just about everything, and he wasn't shy about telling anyone just how he felt about things. I think that's what most people liked about him—you knew he wasn't talking behind your back because he'd already said it to your face. Not in an ornery way, although he could be ornery, but in a matter-of-fact, this-is-the-way-it-is tone of voice. I remember one such occasion at the very first Easyriders Rodeo in Ventura, California. There was a girl who had had a little too much to drink. She was chasing her ol' man around, beating him with a beer bottle. Rip just picked her up by the hair and said, "Young lady, you're making a spectacle of yourself." And that was the end of it.

Thirteen years ago, when I decided it would be a good thing for the magazine to get one of the staff out on the road full-time, Rip was my obvious choice. First, I knew he was a leather-ass; second, people respected him; and third, he could hold his mud. In all the time he was on the road, I never received even one complaint about him—only lots of good words.

Since 1986, when "Rip's Run" was born, he had gone through three bikes. The first "Rip's Run" bike was "Darlin," with over 200,000 miles on the clock. She's still running, along with "Sugar Pai" and "Baby." Rip clocked over 750,000 miles, and he loved every minute of it. Even while he was going through chemotherapy, he was out riding. He would fly home just long enough to get his treatments, write his column, and then he was off again.

Rip also had mature-onset diabetes, as did several of his business associates and friends. He started "Rip's BAD Ride" (Bikers Against Diabetes) in 1998 and was joined in his efforts by Willie G., Nancy, and Bill Davidson. Since its start, the ride has grown each year, and I know that one of Rip's wishes was to see it continue.

Here at the magazine, Rip will be missed greatly. He is irreplaceable so we're not even going to try to fill his position. In sports vernacular, I'd guess you'd say we are retiring his number.

In life Rip stood for Respect, Integrity, Perseverance. In death, may he Ride In Peace.

—Joe Teresi

Who Needs Paint? The Camel Roadhouse Tour Gets A New Rumbler!

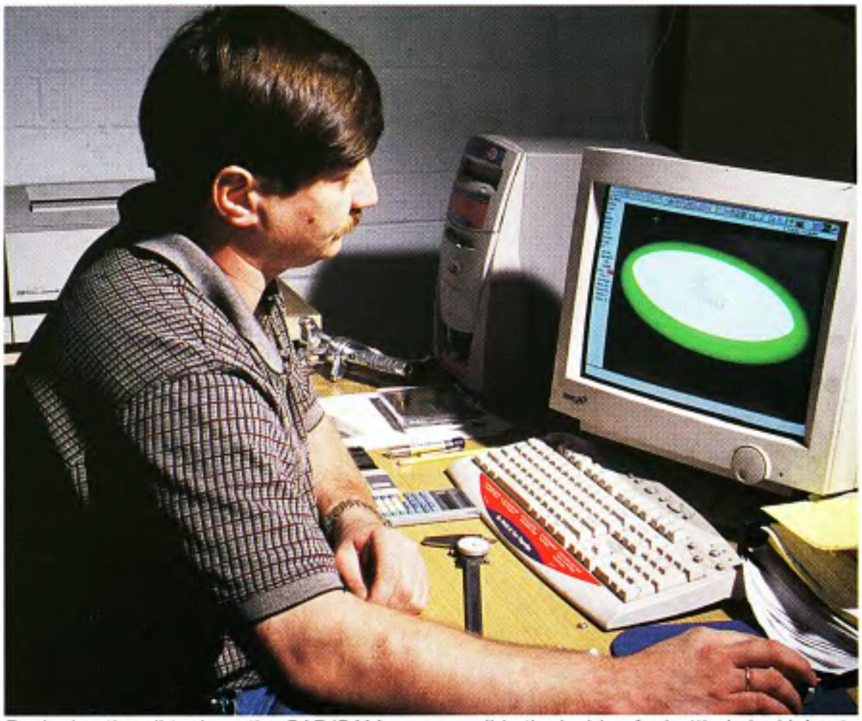
If only it was as easy to build a righteous, ass-kicking chopper as Jesse James made it look in our coverage of his latest creation for the Camel Roadhouse. In this, our third and final installment on the creation of the El Diablo 230 rigid, we get to see the shining and as yet unpainted results. But hell, who needs paint with a ride this cool? Anyhow, let's take a moment to pour over the finished chop.

Our previous two tech tips have shown the construction of the chopper-style fuel tank completely from scratch, then we followed up with a look at all of the goodies that Jesse was using on the bike to give it that raw, in-your-face style we see here. But in this final stage, we've got the completed scoot, sans paint, to show ya in it's full glory.

In keeping with Jesse's initial plans for this bike, the finished product emerged pretty much on target. It doesn't get much simpler than this, two wheels with a huge Merch engine and a Baker six-speed slung in-between, all backed up with a road-ripping Avon 230. But as far as easy ..., well, that's another matter entirely. All of what makes this bike so damn cool is a product of Jesse's handiwork and experience. And one of the coolest things on this sled, aside from the custom-made aluminum fuel tank, has to be that trick elliptical oil tank.

Starting life on the computer as a solid model, the tank and its sides were designed using the latest CAD/CAM software. From the silicon chip to the aluminum chip, both sides of the tank were CNC-machined from billet aluminum as perfect re-creations of the computer model. The real fun began with shaping the aluminum sheet to the elliptical contours of the tank's sides and also making room for a battery box which would house a Big Boar sealed battery. For those of you already diggin' on this new piece: relax, Jesse should have these suckers in production by the time this rag hits the stands.

The rest of the bike's chassis rounds out as smooth as that slick little oil tank with its trademark fenders, forks and El Diablo frame. As our trusty photographer Markus Cuff was on location to shoot these fine

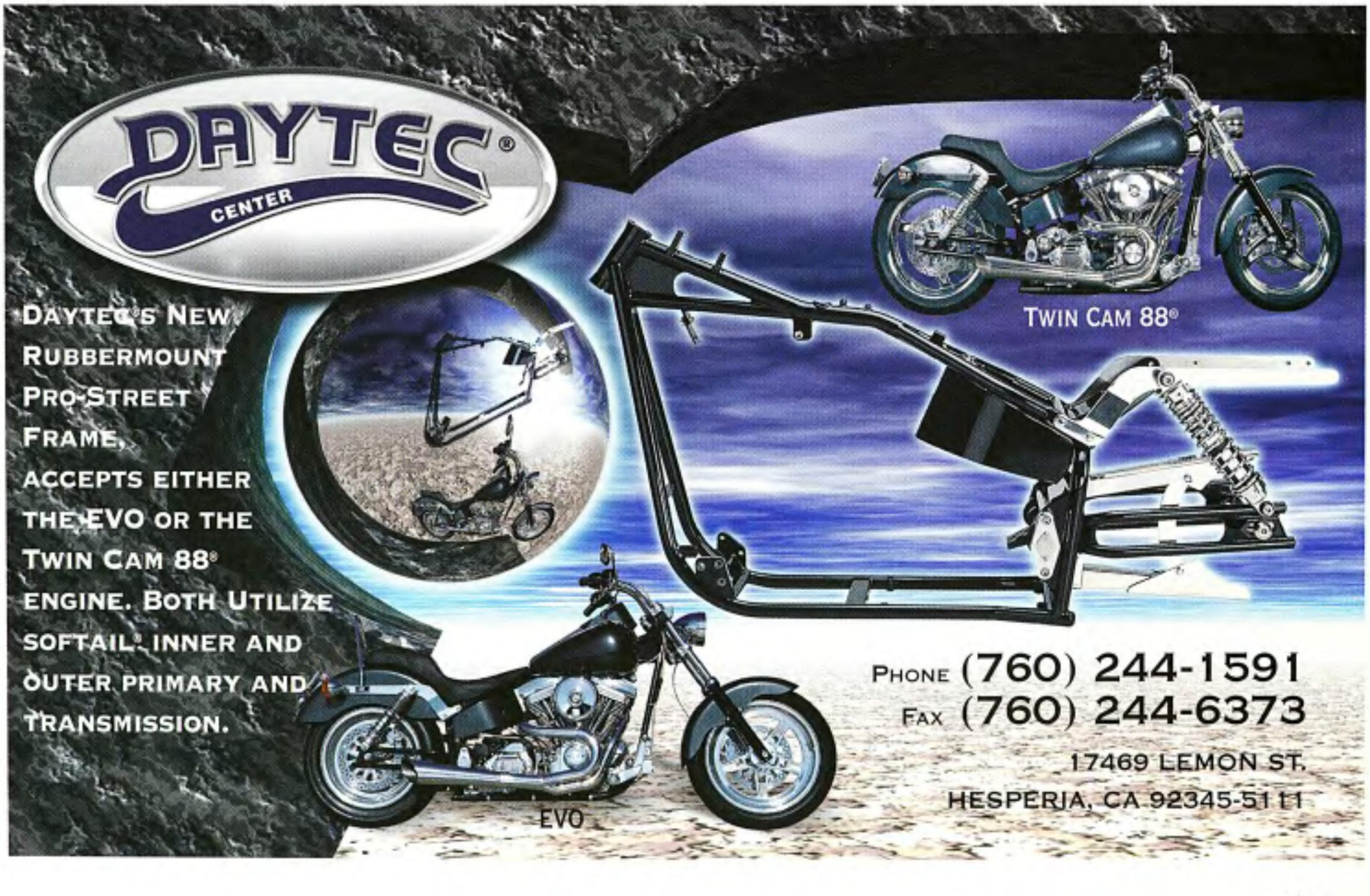


Designing the oil tank on the CAD/CAM ... or possibly the inside of a butthole lookin' out.

A perfect re-creation of the computer model is cut by the CNC machine.

A look down at the battery cover/seat panel.

Smooth Performance Machine goodies up front.



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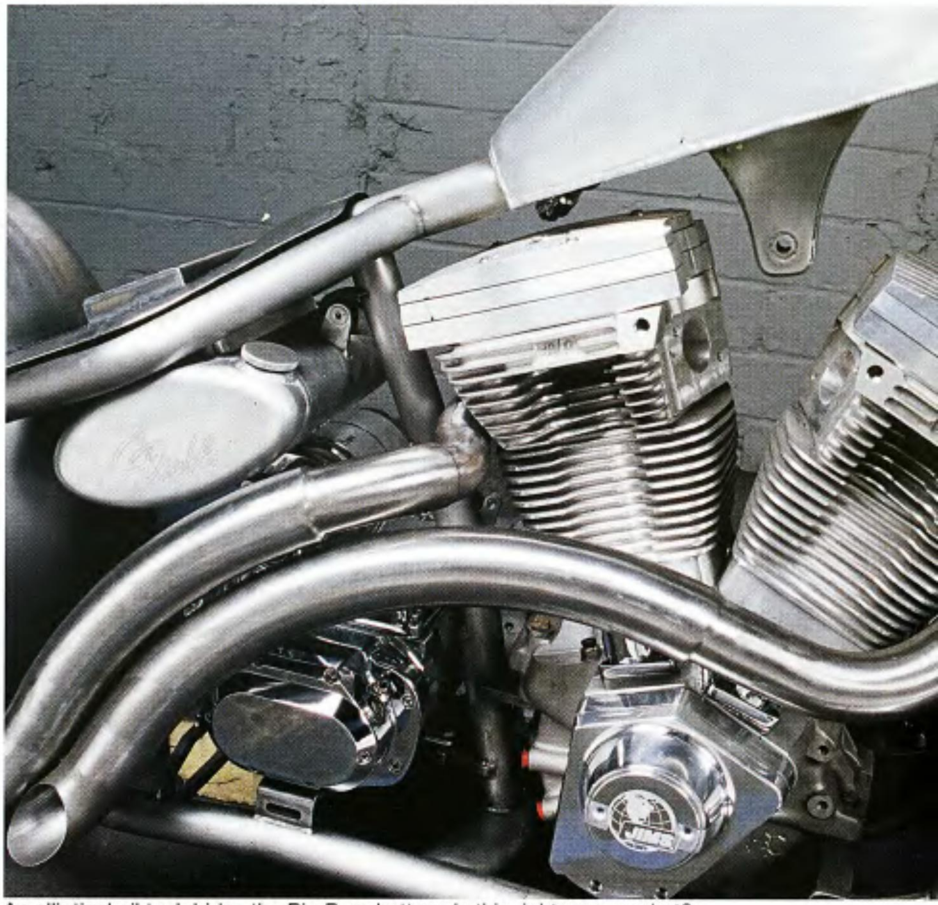

An elliptical oil tank hides the Big Boar battery. Is this righteous or what?

Watch for the finished badass ride right here.

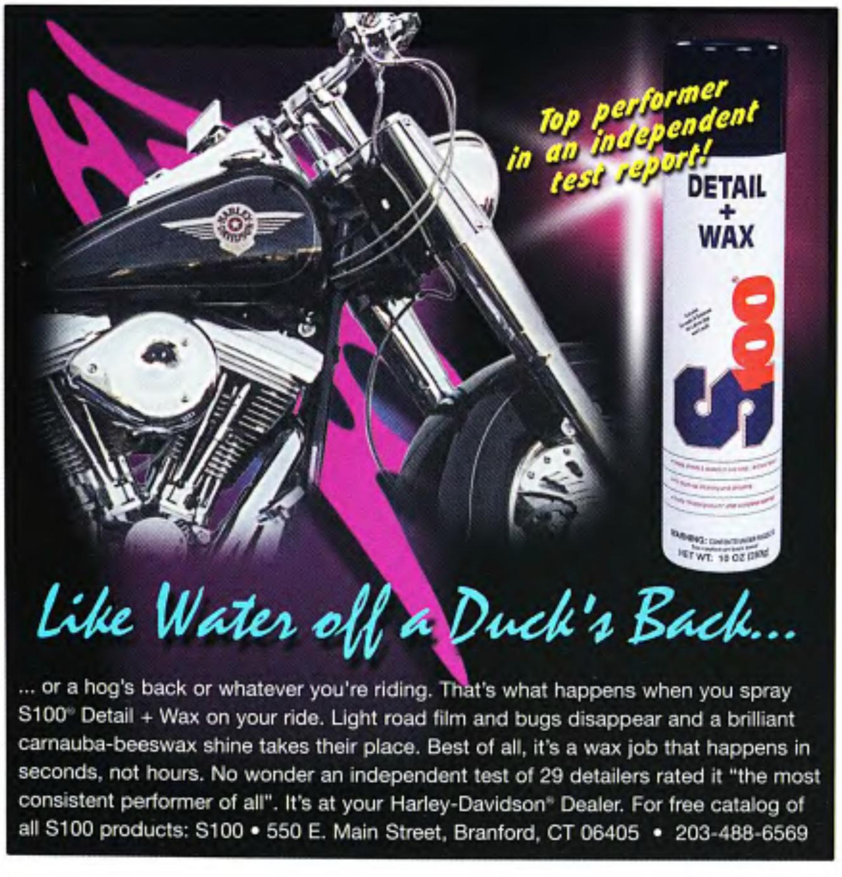
pics, Jesse was just finishing things up get the sled ready for paint. As the Camel Roadhouse once again hits the road and begins the 2000 tour during Daytona Bike Week, the El Diablo will be on tour with a host of other rides built by some of the country's top master bike builders. We'll make sure to get in and snap some final photos of this righteous rigid with its full-force orange and green metallic paint job. In the meantime, we'll be making some plans to get back over to Jesse's shop and have a closer look at his new elliptical oil tanks once the production pieces arrive, so stay tuned!

—Erik Falconer

Photos: Markus Cuff

See the Jesse James Camel bike at the Camel Roadhouse Tour at bike events all over the USA.

"Last rites? I want my last piece of ass!"



TechTips

101 Uses For Bailing Wire
Practical Wrenching And Then Some ... More Wrenchin' 101

You know, knowledge is power, isn't it? Many times the lack of knowledge can leave you feeling as helpless as a one-legged man in a butt-kicking contest. Now, that's a metaphor, isn't it? And metaphors are often useful in illustrating new things to people, so when I impressed this thought upon our dear Wordman, well, he just ran with it, now didn't he? Well, I have the upstairs editorial offices to clean up now, and those damned cheese logs they leave here and there become awfully messy after a few weeks. Bye for now!

—Carl the Janitor, late one night

I'm sitting here on a soon-to-be-rainy Monday night boiling in my own anger after realizing that one very crucial axiom in the Zen of Wrenchin' has come true for me in an absolutely perfect circle. The rule is derived from an old joke I heard once as a kid (and continue to hear as an adult, because my best and oldest friend is the king of bad jokes). It says, the way you select a good barber is to find the one in the shop with the worst haircut. This is because we assume that the barbers all cut each other's hair, and well, you can figure it out from there. So, today's new observation in the world of things mechanical is similar to the ol' barber shop in this way:

Mechanics all have the worst vehicles. Or maybe not all of them, but I can tell you that the ratio is pretty damn close. In my case it's certainly true, and I'll say right here that I don't claim to be the world's best mechanic, but I was trained by one of them, and all of his cars run fine. Go figure! And this isn't about cars, either, it's about motorcycles, but the aspect of wrenchin' and all of the fun, glory, assumed repair cost savings (yeah right) and inevitable wrench throwing that it entails is the same. Allow me to explain.

Another old friend of mine by the name of Mil Blair (a name many of you long-time *Easyriders* readers will recognize) once told me during a bench racing session that when you're a wrench, you don't tell anybody. Not your friends,

not your neighbors, not your riding buddies ... no one. His advice was sound, and to this day I am a victim of it, or rather of not following it to the letter. Now, you graduates of the first Wrenchin' 101 article may think that I'm suggesting keeping all these nifty tech tips and tricks a secret, but I am proposing the very opposite. I want everyone who is interested, to discover the eventual joy of doing your own wrenchin', because in that way we can all have nice bikes and cars. How, you ask? Read on.

It's like this. Years ago, I had to put my trusty ol' cage into storage because of severe mistreatment by way of a lead foot and an aggressive driving condition known as "get-the-hell-out-of-my-way-itis." The trusty old Camaro was relegated to a long hibernation that was supposed to wind up as a restoration. As things went, however, I had to resurrect my ride out of pure necessity, postponing the restoration for the sake of commuting. That was two years ago.

As I lived with all of the car's leaks, squeaks, rattles and decrepit parts that never did get replaced, I went on my merry little way with no time to spare because (here it comes) I was busy working on other people's vehicles. In this case, motorcycles. This started when one of my best friends decided that the local shop was no longer competent to change the air in his tires, much less handle any major work, so he asked (or was it pleaded?) for me to make some changes to his Springer and undo a few of the knots the above-mentioned shop had tied into the machine.

Fortunately, my own bike was just in its final stages of completion, so if the ol' Camaro took a dump, at least I had the bike to get me wherever I needed to go. Fair enough. But in the meantime, another of my best friends was having fits doing a conversion job to his Shovelhead, and aside from his inability to stick with one game plan for the design of his ride, he also needed some technical guidance. That was fine; the guy's a really good friend, and I had a few extra hours on occasionally free weekends and nights after work.

As time and my project list progressed, I got friend #1's Springer all tuned and dialed in, so he wrote me a check and headed on down the highway, all smiles. Friend #2 would take a while longer with his Shovelhead, but he was showing great promise as a novice wrench, and now I can tell you that he did a great job on the bike. OK, enough sentimental journeying ... let's get back to the lesson in progress.

So happy was friend #1 with his Springer, that he decided he wanted a full-blown, ground-up custom built, and he wanted little old me to do it. I was flattered, to say the least, and after seeing the work I had done on my own custom, he decided that I had the same demented sense of design and style that he did and could bring his ideas to screaming life on two wheels. I accepted, and we began the process.

That was about a year ago, and now that I've gotten the sucker finished, I have to say that all of the toil and cursing was worth it. He's as happy as a pig in shit (hey, Carl, another metaphor!) and not only does the bike look great, it sounds mean as hell. Finally, all of the parts ordering and chasing is complete, the arguing over what should go where is settled, and all of the special little pieces I had to make were all finished. As I strolled into my shop to carve out the last few billet widgets, I cast a long look over at my bike, which sat looking beautiful and ready to ride ... under a three-inch layer of dust.

Yes, my wrenching career vies for time with my other occupational pursuits, and the free time gets burned up faster than a rear tire at the staging lane. So, as I shut the lights off and saw my bike that night, still without a finished paint job, I headed out with the last of the custom doodads for friend #1's bike. And finally, with that project out of the way, I can go ride my own bike as soon the rain stops. Oh well. Back to the present and (hopefully) the conclusion to this article, er, lesson.

Tonight, as though the figurative monkey wrench had been thrown into the machine, my long work day ended as I arrived home and was prompted mysteriously to look down at the left exhaust pipe on the Camaro. Much to my disgust, the damn tailpipe support had broken and for some reason, this really pissed me off. So what did I do? Tired, cranky and ready to put an end to the day, I crawled under the car... and lashed the pipe back up in place (temporarily of course) with bailing wire. Kee-ripes, I thought, mechanics really do drive the crappiest cars.

And this brings me to the point I promised in my last article about 101 uses for bailing wire. Well, just now I have illustrated one, and if you missed all of the others, go back and reread this article. I'm pouring a drink and going to bed.

—Erik Falconer

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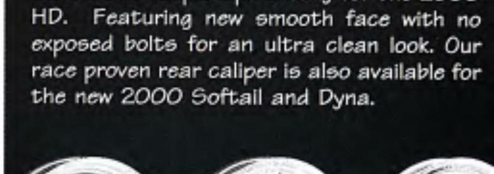

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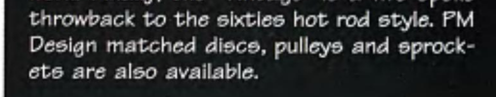

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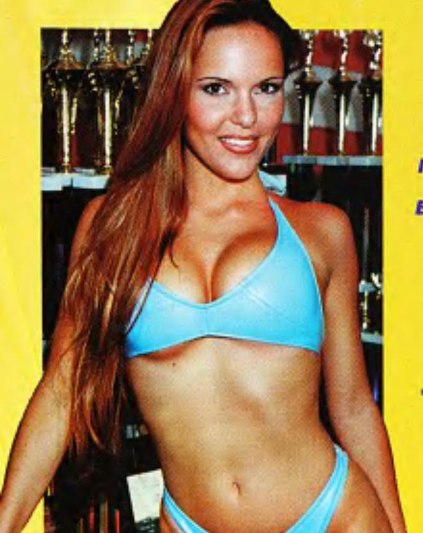

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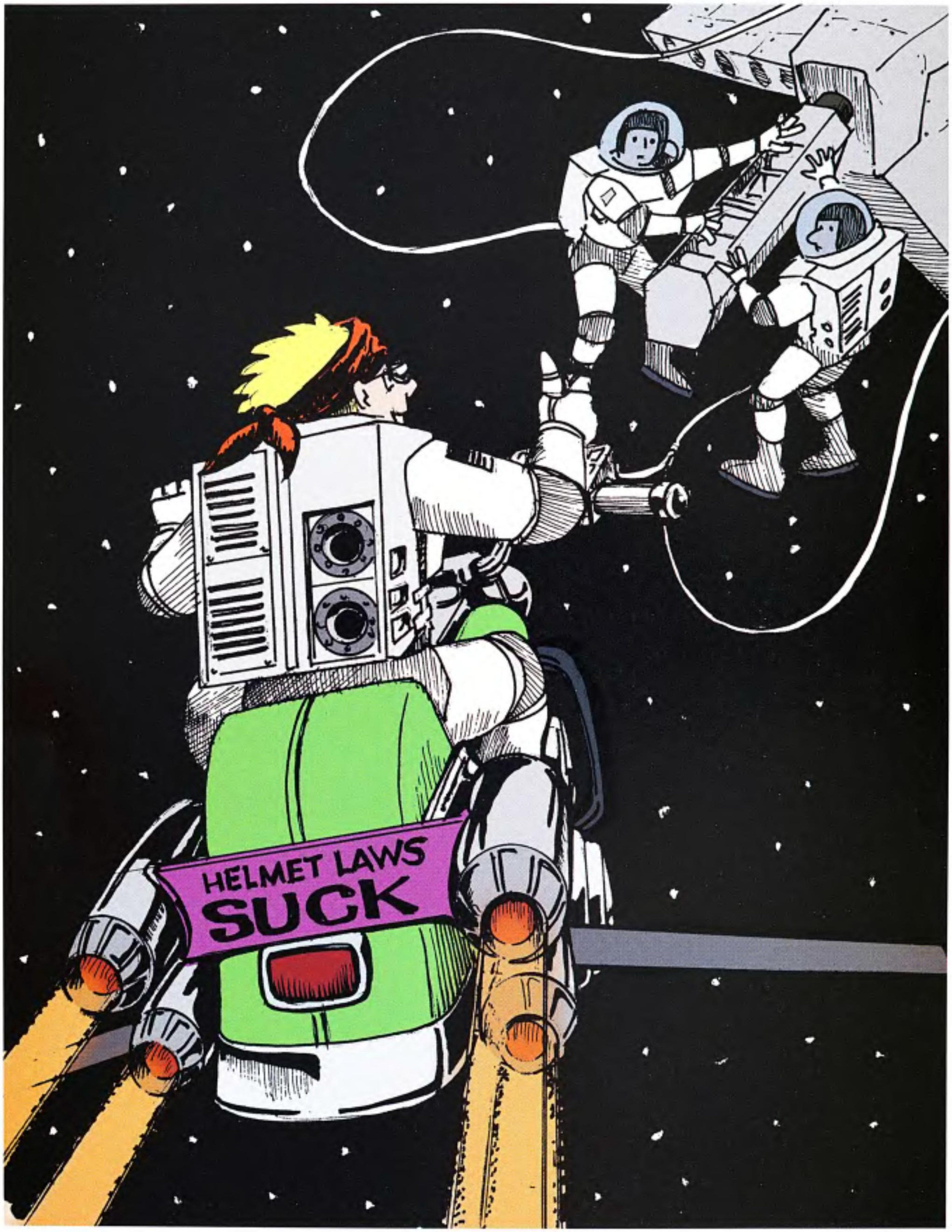
HELMET LAWS
SUCK

Belt Drive Pulley Dress-Up
Bolt-On Gullet From Damon's Motorcycle Creations

So you've installed a 3-inch open primary belt drive on your bike for killer looks and performance, but there still seems to be something missing in the detail department. This front pulley looks bad, especially if you happen to have a motor offset kit installed on your bike and can see about an inch of open threads staring right at you. So what do you do? One option is to cover the pulley with a polished, painted, or chromed cover. While this doesn't look bad, the real mechanical enthusiast will always opt for a way to detail the parts instead of finding a way to cover them up.

Well, thanks to the guys at Damon's Motorcycle Creations in Brea, California, they just made it easy to enhance the appearance of the front pulley while maintaining a visual of the mechanical function. This basically consists of a bullet-shaped piece of billet aluminum and an Allen bolt insert that acts as a coupler and connects the bullet to the pulley.

Installation time is only about 10 minutes and is guaranteed to get attention. You simply install the Allen bolt into the pulley till it's seated, then screw on the billet bullet till it bottoms out. There are four small set screws located around the end of the bullet that are tightened down and the job is done.

—One Eye

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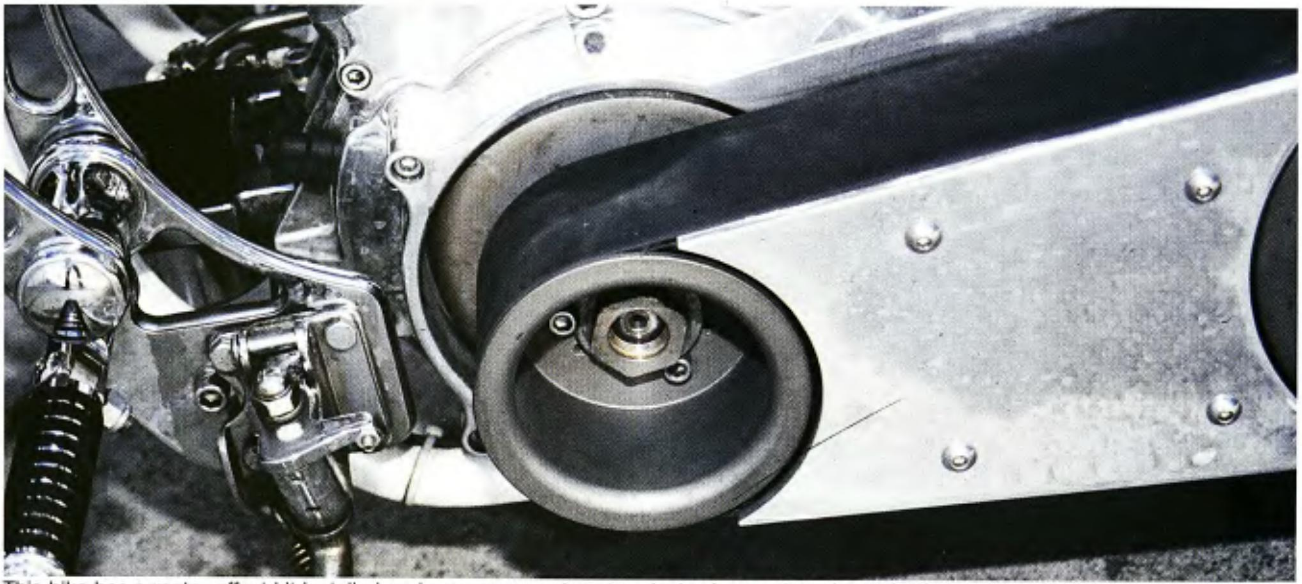
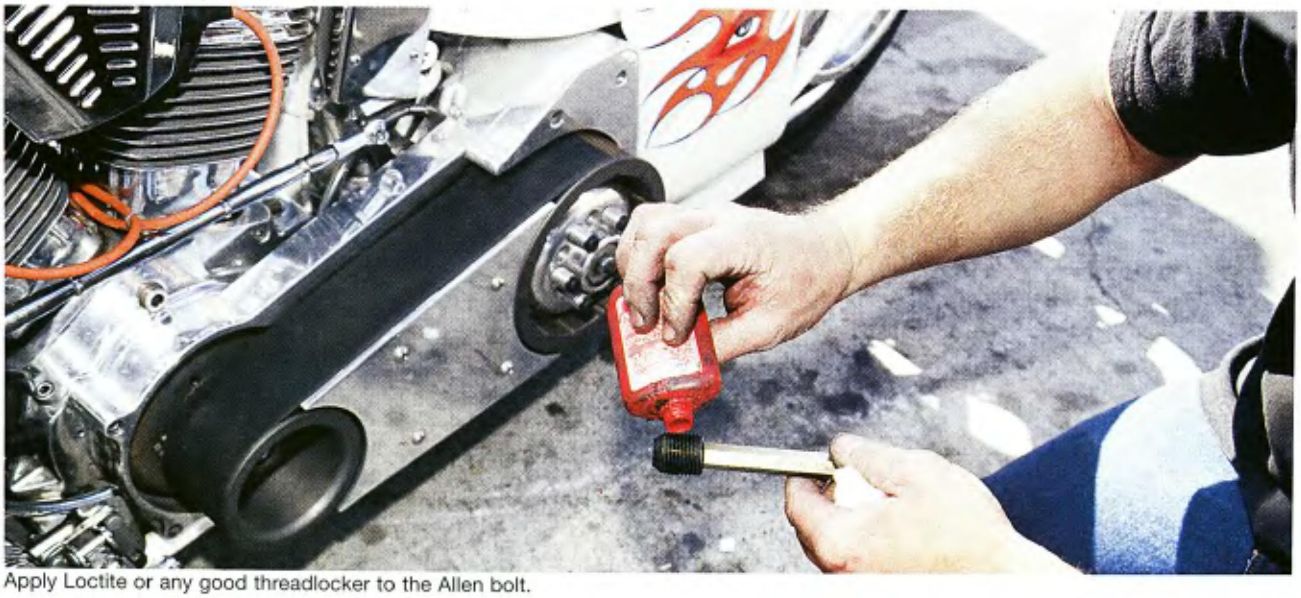


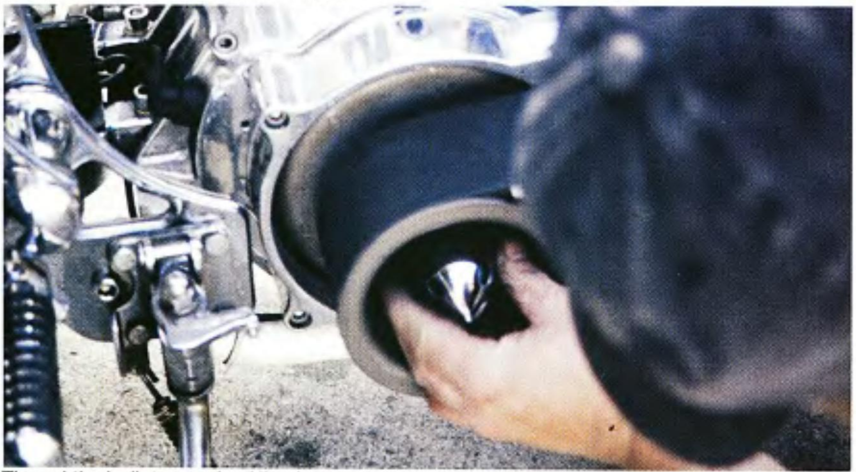
This bike has a motor offset kit installed and you can see almost an inch of open threads on the front pulley. Although everything is tight and installed correctly, it doesn't look finished.



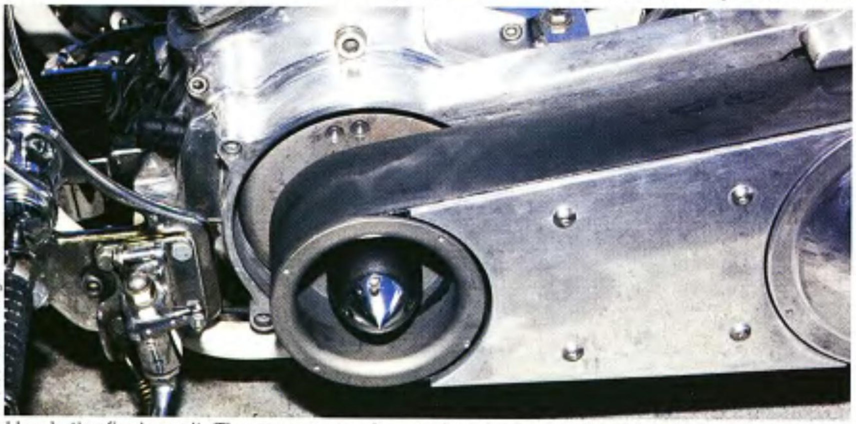
Apply Loctite or any good threadlocker to the Allen bolt.

Install the Allen bolt into the pulley until it bottoms out. About half of the Allen bolt should be protruding out of the pulley.

The inside of the bullet is threaded with the same threads as the pulley and has four setscrews around the outside edges.



Thread the bullet onto the Allen bolt and tighten the small set screws to jam against the nut.



Here's the final result. The appearance is greatly enhanced with a high-tech look.

Photos: John Morgan

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Angelo Calarusso
Strongsville, Ohio
1981 Wide Glide

Photos: owner

Here we have a classic case of child abuse. "I am a single parent," says Angelo, "raising my six-year-old daughter, Caitlin, on my own." Now, this statement in itself may not be incriminating, although I have a feeling that if Angelo looks anything like Frankenstein's monster, the poor child is probably scared out of her wits on a daily basis. But let's look further into this.

"Last June, we found a stock, late '81 Wide Glide that had been sitting around for some 13 years and only had 8,000 miles on her and needed polish." What is implied here is the fact that this dude seems to drag his poor, innocent young daughter all over the place, against her will, only to satisfy his own selfish whims and thereby practically condemning the child to a life of vagrancy and rootlessness. But it gets worse.

"I got her [the bike] for $8,400 and rode her like she was, except for tires, brakes, pipes, and carb." Practically ripping food out of his young child's mouth, he has no second thoughts about shelling out a small fortune for his own hedonistic pleasures while his child is left in rags with a diet of bread and water!

"Over the winter, my daughter and I put the bike in the living room and took it apart. We shortened the front by five inches and lowered the back by one ..." What he's really saying is that over the next five months, this couch potato watched every damn game he could on TV and guzzled gallons of beer while his helpless daughter slaved and toiled away, rebuilding his precious scoot. And then, as if adding insult to injury, he very generously "painted the bike my daughter's favorite color, purple."

I have only one thing to say to this monster: Hey, Angelo, can you send her over my way? I've got this basket case ...

—Tripper

Chris Schmidt
Reedley, California
1980 FL

All right, all right! Where's my soap box? What the hell is wrong with this guy? Chris, it seems, has no life. I mean, how many people do you know that celebrate Groundhog Day? "I purchased this motorcycle on February 2, 1980 ... It being Groundhog Day, I could think of no better way to celebrate than getting the keys to my shiny, red FLH."

Whatever happened to Christmas? Or July 4th? Or hell, even Valentine's Day? But I am apparently not the only one who thinks Chris is a bit, uh, odd. "My riding partners asked why I wanted an 'old man's' bike," he says, "and I just said that when I look at it I see classic Harley-Davidson styling that will never be outdated." Was he reading one of Harley's ads to them?

Now, as far as the heart of this beast goes, Chris knows his way around. "I put in a Sifton Cobra cam, and while I was doing that, Ken Kountz matched the exhaust and intake parts and also polished the combustion chambers on the heads." But then he "bored it .010 over" for no good reason other than "it seemed the right thing to do ..." while Ken radiused all the oil drain holes and helped me install a Ram Jet kit on the rocker arm shafts."

Chris also fabricated an air cleaner backing plate to adapt the stock oval air cleaner to the S&S carb, and the paint and decals are original factory equipment. All the nuts and bolts are either chromed or polished stainless items.

But this is the clincher, the proof that Chris is, uh, way odd. Although he claims to have ridden his bike "in Sturgis, Reno, Tahoe, Laughlin, Oatman, Central California, mountains, foothills, valleys and the coastline," he also boasts that "my FLH has never been ridden in the rain."

Does he sit on the bike in a trailer while one of his buddies tows him around the country? *—Tripper*

Photos: owner

Al Radice
Deltone, Florida
1995 FLST

I am sick and tired of people sending in photos of their nice-looking sleds claiming "it's the very first one I ever built from scratch." Really! I mean, don't they have any compassion at all for guys with two left thumbs who can't tighten a lug nut without almost ending up in a coma? Of course, I'm not referring to myself here.

So, with this in mind, let me point out all the things Al didn't do on his ride... Let's see now. Hmm. Well, I'm still looking. Aha! The frame. He didn't build the frame. It's from Atlas! And, yes, the paint! He didn't paint it, either!

Ha, I knew he was a fake! So what if he assembled the whole bike, put the "Panelotion" engine together ("I wanted an early Panhead style look and the Evo powerband, so I mixed them together and came up with the Panelotion"), molded the frame, made his own custom oil filter and oil tank, polished the shit out of it, and pretty much bolted and bent and screwed and hammered and nailed everything on the mother. Hell, a child can do that! Just ask Angelo from the Reader's Ride on page 141 in this issue.

Now, you show me a guy who casts his own engine parts, builds his own frame, makes the paint from exotic berry juices with which he then carefully and exactingly covers his homemade sheet metal, cuts his own billet parts ..., hell, digs for the ore from which he then creates the metal for all his parts ..., and I'll show you someone who's got the right to say, "I've built this bike from scratch!" Anything else is just a lot of hot air from a bunch of guys who think they've invented the wheel just because they can turn a wrench.

Yes ..., thanks for asking. That swelling on my forehead has almost completely disappeared and the doc says I'll be as good as new with my shiny metal plate.

—Tripper

Photos: owner

Craig Lisinski
Muskegon, Michigan
1950 FL

Photos: Billy Tinney

I really have nothing bad to say about this bike at all. It's a beautiful vehicle, and its owner is one of the nicest guys I've ever had the pleasure to talk to. This has nothing at all to do with the fact that Craig has a federal fire arms license, is armed to his teeth and sells weapons to the police, the militia, and pretty much anyone who has the necessary spare change.

It has everything to do, however, with his bike's tank, which is a "lighted" tank, meaning that you can illuminate your bike with some Christmas lights and rent out the side panel to Budweiser, Camel, or heck, even your own gun business, and folks could see it at night, too.

But before you run into your garage to copy this idea: Craig and his partner, Steve Evanauski, have a patent pending, so you might as well stand in line and let Brite-Side Customs handle it for you. "We basically cut out the tear drop shape on the tank and replace it with a sheet of plexiglass, which gets recessed about a quarter of an inch," explains Craig, part owner of Brite-Side. They'll also light up your saddle bags, fenders, and probably anything else you might want to shed some light on.

Let me just mention in closing that the awesome front end this sharp-looking Panhead chopper is sporting was hand-built by a guy named Carl Bush, who's sort of a biker legend in the Muskegon area, although "by now he's already in his eighties," says Craig. "And the only cushioning you have is the air in the tire, so the ride can be a bit rough. If you stop on a dime, you usually can tell if it's heads or tails."

Hey, not bad for a bike that cost him 1,500 bucks 15 years ago.

All right, Craig, you can put down that .357 now; I've told everyone about your lighted tank. The phone number? Sure. You can reach these guys at (231) 821-9123. There, are ya happy?

—Tripper

AS SOON AS I GET HOME, I'M GONNA BURN THIS DAMN SHIRT!
SHOW YOUR TITS
TOMASIC

The Deuce is Loose!

2000 Harley-Davidson FXSTD Deuce

The model year 2000 saw the introduction of an entirely redesigned Softail line using the new and virtually vibration-free Twin Cam 88B V-twin powertrain. When the millennium Softails were first introduced to the press last summer, we were a bit surprised to see that the successful Softail Custom was no longer offered. This left a gap that the Motor Company would quickly fill with the ace they had up their sleeve. So here's the ace, er ... the Deuce, Harley-Davidson's ready-to-go custom bike.

As you can see, the Deuce is much more than the accessorized base model that the Softail Custom used to be. Although it utilizes the new and improved Softail frame and Twin Cam B engine, the Deuce also features scores of exclusive components that really set it apart from the rest of its Harley-Davidson stable mates. But before we throw a leg over it, let's take a good gander at this new model and see what makes it so special.

The biggest piece of new hardware on the bike would have to be the new wide glide front forks. They've been redesigned to go with the Deuce's "liquid metal" look. Check out the smooth lower legs. They're fully chromed and have a distinct "Coke bottle" shape that's accentuated by the flush-mounted fork seal caps. The front wheel axle features chromed acorn nuts, and by the way, we're sure that those orange stick-on reflector strips will fall right off the bike as soon as it leaves the showroom floor. Move your eyes up the sliders and you'll notice the new chromed fork clamps. These puppies look as slick as if they'd been honed out of a chunk of aluminum. Also notice how the risers are no longer rubbermounted but bolt right onto the top clamp.

There's more good news under the new fat rear fender with molded taillight in the form of a 17-inch wide 160-series rear tire. This year's rear belt and sprocket are a bit narrower and afford the wide tire and alloy rim to be mounted with room to spare. From a styling standpoint, the big tire is an incredible improvement over what's available on other Softails and confirms the Deuce's position as a true factory custom.

The Twin Cam 88B engine is again pumping generous amounts of torque to move the Deuce around in good order and gets the full black-and-chrome treatment. It also comes equipped with a pair of stacked shotgun pipes, and—if we haven't already mentioned it—lots of chrome.

The "liquid metal" theme goes on and on all over the bike, with the slippery risers, rear fender struts, coil cover, dash cover, diminutive turn signals, and the new and exclusive one-piece stretched tank. This tank is noticeably longer than the regular Fatbob types and even looks a bit narrower in the front. Strangely enough, as stretched as it may be, it will only hold 4.9 gallons of juice, compared to 5 gallons for other fatbobs.

A longer and swoopier instrument panel sits on top of the tank. It encases the traditional ignition switch and the analog speedometer with digital odometer and trip meter. Positioned right under the speedo, and arranged in a crescent, are the new easy-to-read indicator lights. This nifty instrument panel nicely complements the now standard electronic fuel gauge that's mounted where the left side filler cap used to be.

Last but not least there's this beached whale that the spec sheet refers to as a seat. It sure looks pretty comfortable, and it better be, considering the acreage it covers! Did I just slightly hint that I don't really find it to my taste?

On the street and on the open road, the Deuce exhibits the same predictable and docile behavior that we've experienced with all 2000 Softails. The vibration-free Twin Cam is a very responsive engine that delivers an adequate amount of power, although it sometimes seems to run a bit lean (can you say EPA?).

On the freeway, you'll find yourself riding a lot faster than the legal speed limit, feeling safe and in control. At speed, the Deuce neither wanders nor wallows through fast sweeping curves, and its available power makes it a breeze to pass slower vehicles on the road.

The Deuce is relatively comfortable on longer rides, but fatigue will eventually get to your arms and chest about the same time your buns will cry for mercy (which should come around the hour mark, depending your physical condition and how often you ride). In other words, that's plenty enough comfort to cruise Main Street on Friday night, or to take your main squeeze to a local run. On a high note, gone is the high-frequency buzz of the solid-mounted Evos. You know, that annoying buzz that would leave your arms and feet itchy for hours on end. That one.

All 2000 models got their brakes upgraded, and the single 4-piston front and rear discs work well under most conditions. There's a hitch though: the forks are set for comfort and are definitely too soft—they will bottom out if you're applying the brakes and happen to be going over a dip. That's not a nice feeling. Plus, on a 645-pound bike, there really should be two discs up front.

Regardless of its hefty weight, the Deuce is very nimble cruiser if you care to give it a workout. We tested other Softails like the Fat Boy and the Night Train in previous issues and marveled at the new frame's rigidity. Brimming with confidence in this new Softail platform, we once took the Fat Boy through some gnarly mountain roads and got a bit carried away with it. We ended up getting serious "spark time" in the twisties with the footboards gettin' thinner at every curve. The unsuspecting boulevard cruiser wasn't ready for this treatment, and as we said before, we got carried away. This didn't stop us from doing it again with the Deuce of course, but with very different results this time. Yowza! You can flick this sucker around all you want and seldom grind anything down! The fact that the pipes are placed so high must help, but we're told that the major factor for this increased cornering clearance lies in the use of the wider rear tire. You see, it kinda *lifts* the bike up when you turn and the contact patch moves across the tread. Don't get it? Join the club! That's all right. Just say it like you mean it ... it'll impress your bros.

Harley-Davidson's FXSTD Deuce can be ordered in many brilliant color combinations, and at $15,995 it's a bargain of a custom cruiser that offers good power, excellent handling, distinctive styling, and more chrome than you can shake a stick at.

Wanna go for a ride? Be sure to contact your local dealer or sign up for a Harley-Davidson demo ride at major biker events this summer.

—Lafayette

Manufacturer: .....Harley-Davidson
City: ....Milwaukee, Wisconsin

General
Year: 2000
Model: ....FXSTD "Deuce"
Dry weight: ....644.6 lbs.
Seat height: ....26 inches
Ground clearance:..........5.6 inches
Fuel capacity: 4.9-gallon
Oil capacity:........................3.5 qts.

Engine
Make: ....Harley-Davidson
Displacement:........88 cubic inches
Bore x stroke: ....3.75-inch x 4-inch
Compression ratio: 8.9:1
Torque: ....85 ft.-lbs. @3000 rpm
Induction:......constant velocity carb

Transmission
Type: 5-speed
Gears: 1st: 10.11, 2nd: 6.958
3rd: 4.953, 4th: 3.862, 5th: 3.15
Primary: ....double-row chain
Clutch: ....wet

Accessories
Exhaust: ......dual stacked shotgun
Instruments: ....electronic speedometer
Handlebars: ....low rise flattrack-style
Oil tank: ....horseshoe-type, chromed
Engine trim: ....black and chrome treatment
Seat: ....low-slung custom style

Chassis
Frame: ....tubular mild steel
Swingarm: ....tubular mild steel
Rear suspension travel: ..4.02 inches
Wheelbase: ....66.6 inches
Rake: ....34 degrees

Forks
Make: ....Showa
Features: ....wide glide 41.3mm
Suspension travel: ....5.61 inches

Wheels

Front
Type: ....laced
Size: 21-inch
Rotor: ....11.5 x .20 in.
Caliper: 4-piston
Tire: ....Dunlop Elite MH90-21

Rear
Type: ....deep dish alloy
Size: 17-inch
Rotor: ....11.5 x .23 in.
Caliper: 4-piston
Tire: ....Dunlop Elite K591 160/70VB17TL

Colors
Options: ....Vivid Black, Sinister Blue Pearl, Diamond Ice Pearl, Aztec Orange Pearl, Luxury Rich Red, Concord Purple, Two-Tone Sinister Blue/Diamond Ice, Two-Tone Aztec Orange/Diamond Ice, Two-Tone Luxury Rich Red/Vivid Black

Photos: ....Jan Hagglund

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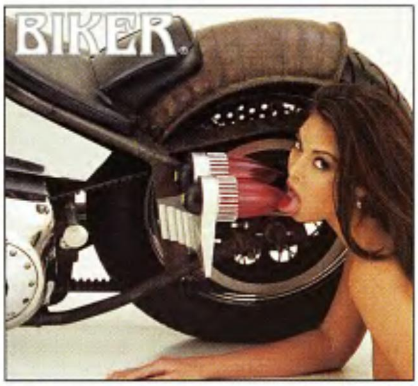
ComingAtYa

With all the pagentry and glory of a stars-and-stripes-painted call girl, *Easyriders* July issue (#325) is rocking your way in a blaze of friggin' fireworks! We'll bring you the absolute best of the *ultimate* Bike Show in Columbus, Ohio, reveal the finished Jesse James Camel Bike, and offer up a steamin' servin' of our Annual Sturgis Survival Guide. Take a peek back in time as we celebrate the 10th Anniversary of the Easyriders Streamliner World Land Speed Record, putt all the way to Russia for a True Road Tale, and spruce up your Softail with the latest aftermarket pipes. *Plus,* we'll slip in an exclusive look at Harley's new Wyatt Fuller creation, meet the ridin' surgeon who invented better boobs, and ride to New York with Bikers Against Breast Cancer. All this and more will yank your doodle-dandy in our July issue. *On sale June 6*



Enjoy the delectable taste of *Biker,* the magazine that features bikes and babes that melt in your mouth! Yes, it's now less filling and contains no MSG. Yum!

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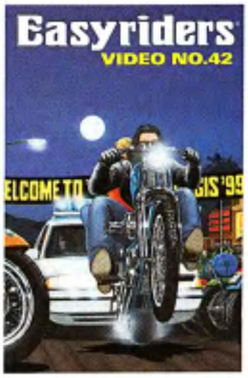
In addition to the world's finest customs, the June issue of *VQ* features a two-wheeled tour of Kauai, elk on a stick at Ron Finch's, and Oklahoma's hottest hangout, Easyriders of Tulsa. *On sale now*

Wahoo! Grab a case of coldies 'cause the July issue of *Wind* (#100) celebrates 100 editions of the world's best biker photography! Look for the 100 best shots ever run. You could be in here! *On sale now*



See the wild and woolly action of the Sturgis Rally & Races as only Easyriders Video can bring it to ya! Along the way we stop in Butte, Montana, for a peek at the Dumas Brothel Run. Also in this issue: New Mexico's rowdy Red River Run and Rip's BAD Ride. Easyriders Video #42 is one kick-ass ride. Pick one up now!

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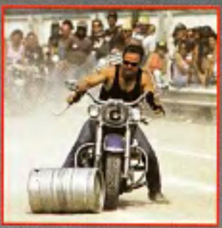

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